The Hong Kong Daily Press.

No. 8050 第八千零五十號 光緒癸未年九月初六日 HONGKONG, SATURDAY, OCTOBER 6TH, 1883. 禮拜六 香港英十月六號 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

October 5, FOOKSANG, British steamer, 990, Hogg, Shanghai 2nd October, General.—JARDINE, MATHESON & Co.

October 5, ANTENOR, British steamer, 1,644, J. T. Bragg, Foochow 2nd October, Tea and General.—BUTTERFIELD & SWIRE.

October 5, CITADEL, British 3-m. sch., put back.

October 5, SEINE, British steamer, 2,200, H. Manning, Nagasaki 1st October.—TELEGRAPH Co.

October 5, DOUGLAS, British steamer, 982, S. Ashton, Foochow 2nd Oct., Amoy 3rd, and Swatow 4th, General.—DOUGLAS LAPRAIK & Co.

October 5, LINNET, British gunboat, J. J. Jones, St. Vladimir Bay 26th Sept.

October 5, JUNIATA, American corvette, P. F. Harrington, Singapore 26th Sept.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. OCTOBER 5TH.

Fu-yew, Chinese str., for Shanghai.
P. C. C. Klao, British str., for Swatow.
Killarney, British str., for Saigon.
Achilles, British str., for Amoy.

DEPARTURES.

October 5, ROBERT DIXON, American ship, for San Francisco.

October 5, ANTON, German steamer, for Hoihow.

October 5, OXFORDSHIRE, British steamer, for New York.

October 5, FOOKSANG, British steamer, for Canton.

October 5, AMOY, British str., for Shanghai.

October 5, P. C. C. KLAO, British steamer, for Swatow.

PASSENGERS.

ARRIVED.

Per *Fooksang*, str., from Shanghai.—Mr. Hastings, and 88 Chinese.

Per *Antenor*, str., from Foochow.—20 Chinese.

Per *Douglas*, str., from Coast Ports.—Signor Puiccardi, Messrs. Ross and Christy, and 228 Chinese.

TO DEPART.

Per *Fu-yew*, str., for Shanghai.—50 Chinese.
Per *Killarney*, str., for Saigon.—30 Chinese.
Per *Europa*, str., for Saigon.—10 Chinese.
Per *Achilles*, str., for Amoy.—203 Chinese.

DEPARTED.

Per *Glenelg*, str., for Shanghai.—Two Europeans.

Per *Amoy*, str., for Shanghai.—Two Europeans and 25 Chinese.

Per *P. C. C. Klao*, str., for Swatow.—Two Europeans and 200 Chinese.

REPORTS.

The British steamer *Fooksang* reports left Shanghai on the 2nd inst., and had moderate to fresh N.E. winds and fine weather all the way.

The British steamer *Seine* reports left Nagasaki on the 1st inst., and had fresh N.E. wind and fine weather. On the 4th inst., passed H.M. gunboat *Linnet*, off Turnabout Island.

The American corvette *Juniata* reports passed through S.E. segment of a typhoon, entering it in lat. 13.59 N., long. 112.41 E. on 1st inst., noon, and passing out 2nd at 5 p.m. in lat. 14.51 N. long. 113.23 E.

The British steamer *Douglas* reports left Foochow on the 2nd inst., H.M.S. *Cockchafer*, strs. *Taku* and *Antenor* in port; passed *Namoa* entering the river. Left Amoy on the 3rd, strs. *Hailoong* and *Chi-yuen* in port. Left Swatow on the 4th, strs. *Kwangtung*, *Lusitania*, and *Tungsing* in port. Had strong monsoon and fine weather throughout.

FOOCHOW SHIPPING.

September— ARRIVALS.
24, Laertes, British str., from Shanghai.
24, Hao-shin, Chinese str., from Shanghai.
27, Thales, British str., from Hongkong.
29, Douglas, British str., from Hongkong.

September— DEPARTURES.
22, Menmuir, British str., for Colonies.
23, Taku, British str., for Shanghai.
23, Kwangtung, British str., for Hongkong.
25, Glenogle, British str., for London.
26, Laertes, British str., for London.
28, Thales, British str., for Hongkong.

AMOY SHIPPING.

September— ARRIVALS.
29, Thales, British str., from Foochow.
29, Oxfordshire, British str., from Shanghai.
29, Hoihow, British str., from Swatow.
29, Fokien, British str., from Hongkong.
30, Nestor, British str., from Hongkong.
30, Namoa, British str., from Hongkong.
30, China, German str., put back.

October—
1, Yung-ching, Chinese str., from Shanghai.
2, Meifoo, Chinese str., from Hongkong.

September— DEPARTURES.
28, Seewo, British str., for Swatow.
29, Orient, German bark, for Newchwang.
29, Sofia, Swedish bark, for Newchwang.
29, Jorge Juan, British str., for Hongkong.
29, Thales, British str., for Swatow.
29, Hoihow, British str., for Shanghai.
30, Fokien, British str., for Tamsui.
30, Picciola, German str., for Hongkong.
30, Nestor, British str., for Shanghai.
30, Peter, German 3-m. sch., for Taiwanfoo.

October—
1, Namoa, British str., for Foochow.
1, Tiong Seng, Chinese g-bt., for Foochow.
1, Yung-ching, Chinese str., for Swatow.
1, Oxfordshire, British str., for H'kong.
2, Anna Bertha, German bark, for N'chwang.
2, Johann Carl, German bark, for N'chwang.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.
(Per last Mail's Advice).

Breconshire (s.)	Foochow	Aug. 17
Glenfinlas (s.)	Foochow	Aug. 17
Telemachus (s.)	Foochow	Aug. 17
Verona (s.)	Shanghai	Aug. 22
Agamemnon (s.)	Shanghai	Aug. 22
Glenroy (s.)	Foochow	Aug. 22
Lucia	Hongkong	Aug. 23
Radnorshire (s.)	Japan	Aug. 24

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).

Gustav & Oscar	Penarth	June 1
Sachem	Cardiff	June 12
Comet	Penarth	June 23
Elizabeth	Penarth	July 1
R.M.S. Merlin	Plymouth	July 7
Okela	Hamburg	July 12
Jupiter	Cardiff	July 13
H.I.G.M.S. Stein	Plymouth	July 24
Osaka	London	July 31
Dakota	Cardiff	Aug. 2
Willy	Cuxhaven	Aug. 6
Jotomi Maru (s.)	Antwerp	Aug. 9
Liban (s.)	London	Aug. 14
Fushan (s.)	Glasgow	Aug. 15
Wilhelm	London	Aug. 16
Marie Louise	Liverpool	Aug. 18
Sarpedon (s.)	Liverpool	Aug. 21
Achilles (s.)	London	Aug. 21

"JAPAN GAZETTE,"
YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements will be received at this Office.
Hongkong Daily Press Office,
Hongkong, 23rd May, 1877.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL...$5,000,000.
INSTALMENT received on NEW SHARES... 926,765.62.
$5,926,765.62.
RESERVED FUND...$2,500,000.
INSTALMENTS of PREMIUM received on NEW SHARES ... 698,336.43.
$3,198,336.43.

COURT OF DIRECTORS:—
Chairman—WM. REINERS, Esq.
Deputy Chairman—W. S. YOUNG, Esq.
H. L. Dalrymple, Esq. | A. McIver, Esq.
A. Gültzow, Esq. | F. D. Sassoon, Esq.
Hon. F. B. Johnson. | M. E. Sassoon, Esq.
A. P. McEwen, Esq. | W. H. Forbes, Esq.
CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.,
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 25th August, 1883. [8

ORIENTAL BANK CORPORATION.
(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL.......... £1,500,000.
RESERVE LIABILITY UNDER CHARTER.......... £1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON, LIMITED.
BANK OF SCOTLAND, LONDON.
RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.
J. MELVILLE MATSON, Manager.
Hongkong, 1st June, 1882. [9

NOTICES OF FIRMS.

NOTICE.

MR. RUTTONJEE DADABHOY TATA is authorised to sign our Firm from this date.
TATA & Co.
1st October, 1883. [1812

NOTICE.

WE have this day authorised Mr. FRIEDRICH SEIP to Sign our Firm.
EDUARD SCHELLHASS & Co.
Hongkong & Shanghai, 1st October, 1883. [1803

NOTICE.

I HAVE THIS DAY established myself as a SHARE AND GENERAL BROKER.
A. F. DE J. SOARES.
1st October, 1883. [1800

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. G. A. GROSSMANN in our Firm CEASED on the 31st August, 1883.
GROSSMANN & Co.
Hongkong, 1st September, 1883. [1742

NOTICE.

FROM this date Messrs. RUSSELL & Co. will conduct our business at this port, and all communications should be addressed to them.
Messrs. RUSSELL & Co. will also act as Agents at this port for our line of Steamers.
GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [1449

NOTICE.

WE Have this day admitted Mr. DE WESTLEY LAYTON as a Partner in our Firm.
BAIN & Co.
Taiwanfoo, 1st September, 1883. [1636

INTIMATIONS.

NOTICE.

PRINTING OF EVERY DESCRIPTION AT THE "DAILY PRESS" OFFICE.

Particular attention is given at this Establishment to COMMERCIAL and GENERAL JOB PRINTING, every description of which is executed
IN THE BEST STYLE
and at
SUCH PRICES
as will bear
FAVOURABLE COMPARISON
with
ANY IN THE EAST.
"DAILY PRESS" OFFICE, HONGKONG.

SUN SHING
DEALER IN SILKS,
Canton and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Ware, Curiosities, Ornaments, Inlaid Chairs and Tables, &c., &c.,
GOLD AND SILVER JEWELLER,
ENGRAVER ON STAMPS, SEALS, &c., &c.,
No. 62, QUEEN'S ROAD, HONGKONG.
NOTE.—This Firm is the oldest established of the kind in Hongkong, and has no connection with any other of similar hong name.
SUN SHING. [1610

T. ALGAR AND COMPANY.
HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED.
6, QUEEN'S ROAD EAST. [24

NOTICE.

BOOKBINDING IN ALL ITS BRANCHES AT THE "DAILY PRESS" OFFICE.
Bookbinding in every Style by Competent Workmen on the Premises.
Music bound in Elegant Bindings.
Commercial Binding of every Size and Description, and Account Books ruled to any Pattern.
QUALITY OF MATERIALS AND WORKMANSHIP GUARANTEED.
"DAILY PRESS" OFFICE, HONGKONG.

INSURANCES.

UNIVERSAL LIFE ASSURANCE SOCIETY.
ESTABLISHED 1834.
INSURANCES Effected for Life or Short Periods; on Joint Lives; and on the limited payment system.
For Particulars, apply to
LINSTEAD & DAVIS, Agents.
7th December, 1882. [16

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
THE undersigned, Agents of the above Company, are authorised to INSURE against FIRE at Current Rates.
GILMAN & Co.
1st January, 1882. [18

SUN FIRE OFFICE.
The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.
LINSTEAD & DAVIS, Agents, Sun Fire Office.
12th May, 1881. [15

NOTICE.
THE CHINA FIRE INSURANCE COMPANY, LIMITED,
Is prepared to ACCEPT FIRST-CLASS RISKS at ½ % nett per Annum, and other INSURANCES at Current Rates.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.
JAS. B. COUGHTRIE, Secretary.
27th March, 1882. [692

THE MAN ON INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
CAPITAL (FULLY SUBSCRIBED), $1,000,000.
BOARD OF DIRECTORS.
LEUNG ON, Esq., President.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNG, Esq.
The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.
Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.
WOO LIN YUEN, Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1705

NOTICE.
QUEEN FIRE INSURANCE COMPANY.
The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.
NORTON & Co., Agents.
20th May, 1881. [2

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.
THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $35,000, on first-class risks at current rates.
MELCHERS & Co.
27th March, 1876 [11

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & Co., Agents.
16th November, 1872. [14

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.
THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.
HOLLIDAY, WISE & Co.
26th July, 1872. [13

PHŒNIX FIRE OFFICE.
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—
On First-class European Tenements .... at ½ % Net per Annum.
On First-class Godowns, & Merchandise stored therein .... at ½ % Net per Annum.
On Coals .... at 1 % Net per Annum.
On Petroleum in licensed Godowns .... at 1½ % Net per Annum.
On First-class Chinese Tenements .... at 2 % Net per Annum.
On Second-class Chinese Tenements .... at 2½ % Net per Annum.
DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.
5th August, 1881. [17

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.
HEAD OFFICE—SHANGHAI.
CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.
BOARD OF DIRECTORS.
TONG KING SING, Esq., Chairman.
CHU YU CHEE, Esq. | CHANG SU HO, Esq.
CHING TO CHAI, Esq. | YIP YU TIN, Esq.
and ten others.
HO SHEN CHEE, Esq., Secretary.
The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.
Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.
HO SHEN CHEE, Secretary.
Head Office, Hankow Road,
Shanghai, 1st June, 1882. [1102

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £15,000, at the Reduced Tariff Rates.
DOUGLAS LAPRAIK & Co.
11th May, 1881. [16

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.
ESTABLISHED 1805.
THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.
ARNHOLD, KARBERG & Co.
January 1882. [958

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
THIS DAY,
the 6th October, 1883, at NOON, at the Office lately occupied by Messrs. GIBB, LIVINGSTON & Co., Praya Central,
SUNDRY HOUSEHOLD AND OFFICE FURNITURE, &c.
Comprising—
ENGLISH-MADE MAHOGANY and WALNUT CENTRE TABLES, CRETONNE COVERED COUCHES, CHAIRS and EASY CHAIRS, PIER GLASS, ENGRAVINGS, BOMBAY-MADE BLACKWOOD CABINET and SIDE TABLES.
TEAKWOOD EXTENSION DINING TABLE and SIDEBOARD, ARM CHAIRS, MAHOGANY MOROCCO COVERED CHAIRS, and WINDOW CURTAINS.
IRON and WOODEN BEDSTEADS, Double-Winged WARDROBES, CHEST OF DRAWERS, CARD TABLES, TOILET TABLES and GLASSES, and MARBLE TOP WASHSTANDS.
OFFICE DESKS and TABLES, GLASS BOOK CASE, BOOK SHELVES & BOOKS,
One PIANO.
&c., &c., &c.
TERMS OF SALE.—As Customary.
J. M. ARMSTRONG, Auctioneer.
5th October, 1883. [1830

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
THIS DAY,
the 6th October, 1883, at 2 P.M., at his Sales Rooms, Queen's Road,
SUNDRY HOUSEHOLD FURNITURE, &c.
Comprising:—
CRETONNE COVERED DRAWING ROOM SUITE, ROUND CENTRE TABLE, MIRROR, ENGRAVINGS, ORNAMENTS, CROCKERY, GLASS and PLATED WARE, WHATNOTS, BEDSTEADS, WARDROBES, CHEST OF DRAWERS, TOILET TABLE and GLASS, WASHSTAND and Service, CLOCK, HEARTH RUGS, CARPET, OFFICE DESKS, &c.
And
SUNDRY FURNITURE from Normal School.
TERMS OF SALE—As customary.
J. M. ARMSTRONG, Auctioneer.
4th October, 1883. [1824

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, (unless previously disposed of by private contract) on
MONDAY,
the 15th October, 1883, at 11 A.M., in Hongkong Harbour, on board,
The well known German Steamer
"CHINA,"
of 648 Tons Register, with a pair of direct acting surface condensing Marine Engines of 120 Horse-Power, with all her Tackle, Apparel, and Inventory, &c.
TERMS OF SALE.—One third of the purchase money to be paid on the fall of the hammer, the remainder on completion of transfer, the Steamer to be at purchaser's risk immediately after being knocked down.
For Further Particulars, apply to the Undersigned.
G. R. LAMMERT, Auctioneer.
17th September, 1883. [1727

FOR SALE.

FOR SALE.

THE PROPERTIES Situated in Amoy, Kulangsu, Taiwanfoo, and Takao—formerly in the occupation of Messrs. ELLES & Co.
For Further Particulars, apply to
GIBB, LIVINGSTON & Co.
28th September, 1883. [1784

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE 1874, "WEISSLACK."
$20 .... per case of 2 dozen pints.
$19 .... per case of 1 dozen quarts.
GRAND VIN CHATEAU LEOVILLE.
$24.......... per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50 .... per case of 1 dozen quarts.
$8.50 .... per case of 2 dozen pints.
CHATEAU LAROSE.
$12.......... per case of 1 dozen quarts.
LORMONT.
$5 .... per case of 1 dozen quarts.
$6 .... per case of 2 dozen pints.
SIEMSSEN & Co.
Hongkong, 26th March, 1881. [20

FOR SALE.

CHAMPAGNE, 1874
HEIDSIECK & Co.'s
MONOPOLE.
CARLOWITZ & CO.
Hongkong, 1st July, 1881. [1259

FOR SALE.

BEST QUALITY OF GOLDEN GATE AND WESTERN MILLS FLOUR, lately from San Francisco.
PONGEE SILK of all kinds.
Apply to
FUNG TANG,
of Hee Cheong Ching Hong,
42, Bonham Strand.
Hongkong, 14th July, 1883. [1347

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [21

NOW ON SALE.
BOUND VOLUMES of the *China Overland Trade Report* for the Year 1882.
PRICE TEN DOLLARS.
Apply at the *Daily Press* Office.
Hongkong, January, 1883.

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL,
PARIS, 1878.
Sold by all
Stationers and Dealers. [929

CHINA OVERLAND TRADE REPORT,
the
COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,
Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail,
contains the
LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS,
together with the
POLITICAL AND GENERAL NEWS of the Fortnight.
The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.

TO BE LET.

ROOMS TO LET.
Apply to
SANDER & Co., Queen's Road, 10.
5th October, 1883. [1829

TO BE LET.

THE DETACHED FAMILY RESIDENCE, known as "BEAUREGARD," with Garden and Tennis Lawn attached.
The Corner HOUSE in ELGIN TERRACE.
SHOP and DWELLING in Queen's Road Central.
An OFFICE, in Queen's Road Central.
HOUSES at Spring Gardens, moderate rentals.
GODOWNS at East and West Points.
Apply to
LINSTEAD & DAVIS.
3rd October, 1883. [1814

TO LET.

NO. 6, QUEEN'S ROAD CENTRAL, lately occupied by Pacific Mail S. S. Co.
"BISNEE VILLA," POKFOOLUM, Furnished.
Apply to
DAVID SASSOON, SONS & Co.
28th June, 1883. [29

HONGKONG WHARF & GODOWNS.
Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to MEYER & Co.
3rd March, 1881. [1057

TO LET.

SPACIOUS GODOWN at BOWRINGTON, suitable for the Storage of Coal.
Apply to
DOUGLAS LAPRAIK & Co.
9th March, 1883. [496

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
1st February, 1882. [80

TO LET.

THE PREMISES now occupied by us No. 11, Queen's Road Central.
For Further Particulars, apply to Messrs. RUSSELL & Co.
GEO. R. STEVENS & Co.
1st August, 1883. [1450

INTIMATIONS.

AFONG,
PHOTOGRAPHER,
Has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased from this Studio or Messrs. KELLY & WALSH'S Store.
INSTANTANEOUS VIEWS, GROUPS and PORTRAITS taken daily.
Also.
A Set of PHOTOGRAPHIC VIEWS of the scene of the late Riot in Canton.
IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.
STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel. [62

CHINA FIRE INSURANCE COMPANY. LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.
By Order of the Directors,
JAS. B. COUGHTRIE, Secretary.
1st September, 1883. [1632

W. BREWER has just received
SWEET CAPORAL CIGARETTES.
STRAIGHT CUT CIGARETTES.
SULTANA CIGARETTES.
A quantity of FINE ART NOVELTIES from America.
Very Fine Collection of PHOTOGRAPHS of popular beauties.
W. BREWER,
27] Queen's Road.

CUTLER, PALMER & Co.
1815.—The year of our Establishment in Europe.
1847.—The year of our Establishment in China.
Cutler, Palmer & Co.'s **** COGNAC, the very best and oldest shipped
Cutler, Palmer & Co.'s ***, **, * COGNAC.
Cutler, Palmer & Co.'s INVALID'S PORT, old and thoroughly good
Cutler, Palmer & Co.'s SHERRY W.S. the best wine of its kind in China.
Cutler, Palmer & Co.'s Amoroso, Vino de Pasto, Vino Puro.
Cutler, Palmer & Co.'s CLARETS, Chateau Mouton, Larose, St. Estephe, &c.
Cutler, Palmer & Co.'s Agents have for sale
The "Royal Charter" Champagne—selected for the Queen.
The "Carlton" Whiskey—two qualities, 11 and 5 years old, guaranteed.
All these are kept in stock in Hongkong, Shanghai, and Yokohama. Address for particulars: Messrs. Jardine, Matheson & Co., or Siemssen & Co., or Lane, Crawford & Co. at either place; and to Messrs. Bush Bros., Newchwang. [2061

ESTABLISHED IN 1852.
L. P. FISHER'S NEWSPAPER ADVERTISING AGENCY,
ROOMS 20 AND 21, MERCHANTS' EXCHANGE, CALIFORNIA STREET, S. F.
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The "HONGKONG DAILY PRESS" is kept on file at the Office of L. P. FISHER, who is authorised to receive Advertisements.

CHOICE PORCELAIN AND BRONZE CURIOSITIES.
ANCIENT AND MODERN
PIANOS, FURNITURE, PICTURES.
FOR SALE OR HIRE.
CASSUMBHOY,
Opposite City Hall. [550

THE TOURIST'S GUIDE.
REDUCED PRICE, $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.
The *Daily Press* Office.

NOTICES TO CONSIGNEES.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S.S. CO.'S S.S. "ACHILLES," FROM LONDON.

SHIPPING Orders must be obtained from the Undersigned not later than the 10th inst., for shipment per steamer "AJAX."
BUTTERFIELD & SWIRE, Agents.
4th October, 1883. [1798

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "ACHILLES," are hereby notified that the Cargo is being discharged into Craft, or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th October, 1883.
Goods undelivered after the 10th Oct., 1883, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
4th October, 1883. [1798

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship
"GLENELG,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence or from the Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before TWO P.M., TO-DAY, the 3rd October.
Cargo remaining undelivered after the 10th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
3rd October, 1883. [1821

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"LENNOX,"
having arrived from the above ports Consignees of cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their goods.
Cargo impeding the discharge will be at once landed and stored at Consignee's risk and expense.
JARDINE, MATHESON & Co., General Managers.
29th September, 1883. [1797

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"JAPAN,"
having arrived Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding her discharge or remaining on board after the 6th October, will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.
Consignees are hereby informed, that any Claims must be made immediately, as none will be entertained after the 10th October.
DAVID SASSOON, SONS & Co., Agents.
29th September, 1883. [1799

INTIMATIONS.

RECEIVED PER ENGLISH MAIL,
THIS DAY,
NEW MAP OF
TONQUIN,
ISSUED WITH THE
"LONDON AND CHINA EXPRESS."
PRICE 25 CENTS.
KELLY & WALSH—HONGKONG.
27th September, 1883. [28

HOP SHING & Co.
ENGINEERS,
BOILER MAKERS, COPPER SMITHS,
BRASS AND IRON FOUNDERS, &c.,
NESS IRON WORKS
Having this day commenced business, are ready to undertake work of the above descriptions under the Supervision of an EXPERIENCED EUROPEAN.
Orders executed with the utmost despatch and at moderate terms.
ENGINE ROOM STORE, WEST POINT, HONGKONG.
24th September, 1883. [1764

CARLTON WHISKEY.
ELEVEN YEARS OLD,
and
FIVE YEARS OLD
These Grand OLD SCOTCH WHISKIES are shipped only by RICHARD MATHEWS & COMPANY, of London and Inverness, who are sole possessors of the Brand "CARLTON." They are distilled from the finest Highland Malt only, are in every respect equal to the best Cognac Brandy, and guaranteed to be entirely free from Fusil Oil or other noxious impurities.
The following Letter has been received from the Secretary of the "CARLTON" CLUB.
CARLTON CLUB, Dec. 20, 1875.
Messrs. R. MATHEWS & Co.
GENTLEMEN,—In reply to your inquiry as to whether the Whiskey you are supplying to this Club is approved by the Members, the best answer I can give is that the consumption of this Whiskey in the Club has GREATLY INCREASED since it has been supplied by your firm. There can be no doubt whatever about the Whiskey being MOST EXCELLENT. It is Old and Soft, and I may safely say that it is much approved by the Members.
Yours obediently,
W. GRIFFIN SUTTON, Secretary.
CAUTION.
It has come to the knowledge of the Shippers of the "CARLTON" WHISKIES, that the empty Bottles have been dishonestly refilled with the poisonous trash very often sold in China under the name of Whiskey, this is, therefore to caution consumers to CAREFULLY EXAMINE the CORKS and CAPSULES to see they have not been tampered with; also that the Corks, Capsules, and Labels are branded with their Trade Mark.
For Prices and Terms, apply to
CUTLER, PALMER & Co., Agents for China.
Shippers: RICHARD MATHEWS & Co., "CARLTON" WHISKEY Merchants, London.
1423]

L. ROSE & Co.'s CELEBRATED LIME JUICE CORDIAL.
Sole Agents for Hongkong and China,
ARNHOLD, KARBERG & Co.
Hongkong, 19th November, 1881. [992

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1887. [22

INTIMATIONS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"ANTENOR,"
Captain Bragg, will be despatched as above TO-DAY, the 6th instant, at NOON.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
5th October, 1883. [1652

NOTICE.

THE Undersigned in returning thanks to the community of Hongkong, and the Southern Out Ports, for their support during the late season begs to notify them that she will be prepared on and after the 1st of November proximo, to supply GAME, GAME PIES, SAUSAGES, BROWN, ENGLISH PORK (Fresh and Pickled), Fresh and Corned MEAT.
Every attention will be paid to careful packing and shipment, and the utmost despatch guaranteed.
LAVINIA HOPKINS,
Corner of Szechuen and Ningpo Roads.
Shanghai, 1st October, 1883. [1834

TO LET.

THE THIRD FLOOR in the new Premises occupied by the Undersigned, Ice House Lane, containing 5 Rooms with Kitchen, Bathrooms and Servant Quarters attached.
Also 2 Large ROOMS on the Ground Floor suitable for Office.
CARLOWITZ & Co.
6th October, 1883. [1835

NORTH-CHINA INSURANCE COMPANY.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ORDINARY GENERAL MEETING of the above Company will be held at the Head Office, Shanghai, on FRIDAY, the 12th instant, at 2.30 P.M. for presentation of the half-yearly Report and Accounts to the 30th June last.
By Order of the Court of Directors,
J. KENNARD DAVIS, Secretary.
6th October, 1883. [1836

THE HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

NOTICE is hereby given that a MEETING of SHAREHOLDERS in the above Company, will be held at the OFFICE of the Undersigned, on SATURDAY, the 13th instant, at 3 O'CLOCK P.M., in accordance with the Provisions of Ordinance 1 of 1877.
WILLIAM LEGGE, Acting Secretary.
Dated the 4th day of October, 1883. [1833

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the HONGKONG CLUB is hereby convened for WEDNESDAY, the 10th October next, at 3.30 P.M.
SPECIAL BUSINESS.
By Order of the General Committee,
A. O'D. GOURDIN, Acting Secretary.
27th September, 1883. [1778

THE LOGAN TRIAL.

A PAMPHLET, containing a full and revised Report of this trial, reprinted from the *Daily Press*, is now ready at the Booksellers and at this Office.
Price Fifty Cents.
"DAILY PRESS" Office.
2nd October, 1883.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

ON and after MONDAY, the 1st October, the hour of departure of the NIGHT-BOATS will be 5.30 P.M. from Hongkong and 5.00 P.M. from Canton.
By Order,
P. A. DA COSTA, Secretary.
29th September, 1883. [1790

MISS NELSON, Principal of the Raffles Girls' School, Singapore, returning to England at the end of January next, wishes to undertake the charge and Education of Children from the East.
Reference permitted to Lady WELD, Government House, Singapore.
The Right Rev. Bishop of Singapore and Sarawak.
Dr. ROWELL, P.C.M.O., Singapore.
Mrs. BIGGS, Chaplaincy, Malacca. [1792

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

ON and after the 1st October the PRICE of ICE will be reduced to 1½ Cents per Pound.
JARDINE, MATHESON & Co., General Managers.
17th September, 1883. [1724

NOTICE OF REMOVAL.

THE OFFICE of the YEE SUNG & Co., COAL MERCHANTS, hitherto at Ho Tye Loong & Co., has been removed to First Floor above the KWONG SANG & Co., Wing Kut Street, No. 68, Praya Central.
YEE SUNG & Co., Coal Merchants.
18th September, 1883. [1733

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the Thirty first day of October next, will be adjusted by the Company and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co., General Managers.
17th August, 1883. [1549

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

QUARANTINE AT EGYPTIAN AND CONTINENTAL PORTS.

ARRANGEMENTS have been made for passing the Company's Steamers through the Suez Canal in Quarantine, thus avoiding any detention in EGYPT. The Homeward mails are now being landed at VENICE, but the Quarantine which is still imposed at this and all other Continental Ports prevents the landing of passengers, and those travelling by the Company's Steamers are advised to remain on board the vessel which calls at MARSEILLES en route—stopping a few hours only to discharge cargo—and proceed in her direct to LONDON, thus avoiding all quarantine delays and inconveniences. The passages of the steamers will be accelerated, and they will not call at MALTA or GIBRALTAR.
E. L. WOODIN, Acting Superintendent.
7th September, 1883. [1676

NOTICE.

THE Undersigned has all kinds of HOUSE and SHIP COAL for sale in large and small quantities. Also several Strong and Commodious SMALL STEAMERS on hire for towing purposes, excursions, &c., &c., at extremely moderate rates. Apply to
HING LEE, 37, Tung Man Lane.
4th March 1882. [664

FOR SALE.

FLOWER AND VEGETABLE SEEDS.

SUTTON'S FLOWER & VEGETABLE SEEDS.

SAN FRANCISCO FLOWER & VEGETABLE SEEDS.

SUTTON'S CONCENTRATED MANURE for Flowers and Vegetables.

"LE FLORAL" FRENCH MANURE, for Trees, Flowers and Vegetables.

MUSHROOM SPAWN.

RECENT WORKS ON GARDENING.

GARDENING TOOLS.

LANE, CRAWFORD & Co.

18th September, 1883. [632

BEWARE OF IMITATIONS.

LEA AND PERRINS' SAUCE The Original and Genuine WORCESTERSHIRE SAUCE bears the autograph signature of Lea and Perrins on a red label. Sold wholesale by the Proprietors, Worcester; and Crosse & Blackwell, London.

LEA AND PERRINS' SAUCE Of Grocers and Oilmen throughout the world.

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NOTICE.

A. S. WATSON AND CO., FAMILY AND DISPENSING CHEMISTS,

By Appointment to His Excellency the Governor and his Royal Highness the DUKE OF EDINBURGH.

WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS. PATENT MEDICINE VENDORS. DRUGGISTS' SUNDRYMEN, And AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED, PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or HONGKONG DISPENSARY. [23

NOTICES TO CORRESPONDENTS.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

The Daily Press.

HONGKONG, OCTOBER 6TH, 1883.

ATTENTION has been frequently directed in these columns to the unreliability of the Chinese contingent of the Police Force. When this contingent was first formed, the lokangs were drawn from a very low class of the population, and it was extremely difficult to induce respectable men to join. As years went on, however, this difficulty was in part remedied, for the service grew more popular, and the men, becoming accustomed to discipline, improved very considerably in some respects, some few distinguishing themselves for zeal and honest performance of duty. But these have been the exceptions rather than the rule, and the contingent continues to be a weak arm of the force, not to be relied upon in case of a riot or outbreak, while it is notorious that few of the men are proof against a bribe. Nor is this greatly to be wondered at. The lokangs have probably grown up in their own country, where office of all kinds is regarded as a means for levying black mail upon all who are unfortunate enough to become, through any means, involved in the meshes of the official net. In China every yamên-runner expects to supplement his scanty and most precarious pay by exactions from the people, and the Hongkong lokangs, with this example before them, see no great harm in accepting a bribe, levying black mail on gambling-houses, or even conniving at the escape of a prisoner from justice for a consideration. A case in which a lokang was detected in receiving money from gamblers came before Mr. WODEHOUSE on Wednesday last, and although the amount of the bribe was very small—only some twelve cents—the magistrate very rightly considered that the offence was a serious one and that the offender should be treated with severity as a warning to others. The prisoner was therefore fined $200, and in default sent to gaol for six months. If the Chinese police are to be made of any real service such acts must be promptly and sternly punished. The sentence passed by Mr. WODEHOUSE may seem, at first sight, rather harsh, but it was necessary to make a signal example of the prisoner, for although bribery of the kind is only too common, it is seldom that a case can be brought home so plainly. We can only hope that the fate of Constable CHAN AWO, No. 178, may prove a salutary deterrent to his colleagues, and convince them that honesty is the safest as well as the best policy for lokangs as for the rest of the world.

We have several times urged the advisability of reducing the Chinese contingent to smaller dimensions, and increasing the European and Sikh contingents. This opinion is, we have good reason to believe, shared by the immense majority of the European population, and it has been frequently endorsed by influential and representative Chinese residents. The evidence brought before the Police Commission which sat in 1872 was very emphatic on the subject. The late Mr. CHARLES MAY, who was universally admitted to have had the best opportunities of perhaps any official of judging as to the advisability of employing Chinese in the Police Force, said in his evidence before the Commission:—"I made no provision in the Ordinance of 1862 for Chinese constables, as I considered them utterly untrustworthy. They are useless physically and morally; . . . Chinese should only be used as boatmen and interpreters. I would disband all the present Chinese force. I would not have a single Chinese on a boat. If you have one-third of the Force Chinese you have one-third untrustworthy. The moral effect of a policeman is very much reduced when he is a Chinese. I look upon Chinamen as a most dangerous element, though I would not say their pay is wholly thrown away. No Chinese ever gets power without making it solely a source of profit." The Hon. H. LOWCOCK and Mr. W. LEMANN also expressed very similar opinions. The Hon. F. STEWART, who was a member of the Commission, gave as his reasons for dissenting from the recommendation of the Commission relative to the use of Chinese in the force:—"(a) 'Respectable Chinese policeman' amounts to a contradiction in terms. No *respectable* Chinese will become a policeman. If respectable Chinese could be found I would, of course, assent to their enlistment. (b) The Chinese are physically weak. (c) They want courage. (d) Chinese police allow themselves to be intimidated into silence. (e) They take bribes whenever opportunity offers. (f) Their evidence, as a rule, is untrustworthy. (g) They aid and abet the Chinese criminal as against his foreign victim; and the greater the villain the greater the power he can bring to bear upon them. (h) The Chinese community distrusts and despises them. These reasons are not founded on personal opinion merely, but on evidence before the Commission." Circumstances have changed very little since this expression of opinion was recorded. The Chinese lokangs have, however, undoubtedly improved to a certain extent, but we contend most strongly that the contingent is, relatively to the other branches of the force, numerically far too large. Of the truth of Dr. STEWART's statement we have abundant examples. The charge of cowardice was proved at the time of the Wing-Lok Street affray in the autumn of 1878, when a boat's crew of lokangs refused to pursue some of the miscreants. The assertion relative to their physical weakness is demonstrated nearly every week, by the lokangs showing their incapacity to grapple with a drunken British or foreign sailor who may be disturbing the peace. The charge that they allow prisoners to get away has been proved many times by cases in the Police Court. A notable instance of this kind was afforded in 1877 in the stabbing case in Ice House Lane, when a thief stabbed a shroff and ran off with his plunder under the very nose of the lokang who witnessed the occurrence. The allegation as to bribery and corruption has been shown on several occasions to be true, and if half the corruption in the Chinese Force were only known we might have reason to be astonished. That the lokangs are often intimidated by the criminals there is abundant evidence on record to convince the most incredulous. Only the other day one of the lokangs, who manfully in the performance of his duty arrested a notorious offender for following a seaman about, was set upon by the friends of the criminal and severely beaten. The lokangs are handicapped in the performance of their duty by fear; they are unfitted for it in some measure by physical weakness and want of courage; they are not to be trusted by reason of their training and curious ideas on the subject of squeezes; and they are undesirable inasmuch as they do not enjoy the confidence or respect of the Chinese community. For all these reasons it is to be hoped the Government will, as the present members of the Chinese shore contingent drop out of the ranks by resignation or expiration of their term of service, fill up their places with Europeans or Sikhs. This may lead to a slightly increased expenditure, but it will certainly tend to the maintenance of good order, the repression of crime, and the begettal of a feeling of greater security in the minds of the community.

The P. & O. steamer *Rohilla*, with the next outward English mail, left Singapore at 4 p.m. on Thursday, the 4th instant, for this port.

The British steamer *Nelson* and the American barque *Furness Abbey* leave the Kowloon dock to-day and the British steamer *Menmuir* goes in.

We have to acknowledge receipt of the Medical Reports issued by the Chinese Imperial Maritime Customs for the half-year ended 31st March last.

The *Shanghai Mercury* says:—The hull of the barque *Flodden*, which became wrecked during the late typhoon, was put up for auction on the 1st inst. It fetched Tls. 1,400.

The Hankow correspondent of the *Shanghai Courier*, writing under date of the 29th ult., says that all is quiet there at present, nothing more being heard of the White Lily Society.

We learn from the *Amoy Gazette* that the steamer *China*, which left Amoy on the 27th ult. bound for Tamsui, put back on the morning of the 30th ult. with her machinery disabled.

As bearing on the prevalence of hydrophobia in China, Dr. P. Pollock, in his report on the health of Swatow for the year ended 31st March last, says he had heard the number of deaths from that cause in the neighbourhood of Swatow estimated at 50 or more.

We find the following in *Engineering*:—With the same tide a magnificent steel twin-screw steamer of 2,600 tons gross, and measuring 287 ft. by 43ft. by 29 ft. 9 in., was launched by Messrs. Scott and Co., Greenock. Built to the highest class at Lloyd's for Messrs. Butterfield and Swire, of Shanghai, she is named *Ngan Kin*, and is being fitted with all the modern requirements for the speedy loading and discharging of cargo. Her engines, which are being supplied by the builders, are of 1,000 indicated horse-power (combined), with cylinders of 22½ in. and 45 in. respectively, by a stroke of 30 in. She will have two single-ended steel boilers, 13 ft. 6 in. in diameter by 10 ft. 2 in. and having a working pressure of 18 lb. per square inch. In each boiler there are three of Fox's corrugated furnaces, each of 3 ft. 4 in. internal diameter.

The U.S. corvette *Juniata*, Captain Harrington, arrived here yesterday afternoon and exchanged salutes with the Shore Battery, *La Victorieuse*, *Stosch*, and *Victor Emanuel*. The American Consul paid a visit on board, and received a salute upon leaving. The *Juniata* is what in America is called a third-rater. She mounts eight guns, four of which are broadside, two pivot, and two Gatlings. She can also mount howitzers. The following are the principal officers:—P. F. Harrington, Commander; Samuel Beldan, First Lieutenant; Junior Lieutenants, E. H. C. Lantze, Richard Rush, Richard Mitchell, Chas. Lyman, and Ridley Hunt; Dr. Woods, Surgeon; J. G. Hobbs, Paymaster, and P. A. Hearick, Chief Engineer. The crew number 250 men. The *Juniata* left New York in November last, and having cruised through the Mediterranean, has since visited the Persian Gulf, Kurrachee, Bombay, Nagapatam, Madras, Vizagapatam, Calcutta, Rangoon, Penang, Singapore, and the Sunda Straits, whither she proceeded, in accordance with instructions, to render assistance, if required, after the great volcanic eruptions.

The British gunboat *Linnet*, Commander Jones, arrived here yesterday from St. Vladimir Bay in Siberia.

The Service at the Peak Church on Sunday evening (to-morrow) and on all Sunday evenings during the present month will commence at 4.30 instead of 5.

The British three-masted schooner *Citadel* put back here yesterday, having encountered severe weather outside. She left this port for Chefoo on the 21st ult., and met with a gale in which some of her running gear was carried away and other damage done.

The opening Cricket match of the season, Twelve v. Twenty-four of the Hongkong Cricket Club, was commenced yesterday afternoon. The Twelve went in first, and were disposed of for 139 runs. The Twenty-four then went in, and when time was called seven wickets were down for 60 runs. Rice made the best score for the Twelve, putting 60 together in dashing style. The match will be resumed to-day, when the Band of the Buffs will, by permission of Col. Hobson and the Officers, be present on the Ground, and play from 4 to 6 p.m.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH CO.'S LINE.]

LONDON, 4th October.

FRANCE AND CHINA.

It is reported that France refuses to make any concession to China beyond the neutralization of North Tonquin.

CHIT-CHAT.

My remarks upon the performance of "She Stoops to Conquer,"—remarks that were purely hypothetical, neither asserting nor denying anything—have, I observe, earned me the distinction of criticism by a feminine pen. It must have cost the writer a great deal to take the field, and, in respect to her sex and feelings, I bow, and leave her mistress of the situation. The final word I desire to write on the entire subject is, to wish her, with all my heart, God-speed.

Independently of the interest attaching to the opening match of the Cricket Club in itself, it is also welcome as being the harbinger of the season of pleasant weather, exercise, and festivity. There is something of the "here we are again" association connected with it. To judge by the large field which turned out yesterday afternoon, it would seem that cricket loses nothing in popularity, the soft ball notwithstanding. The ground looks in lovely condition; the pavilion is gorgeous to behold with its new paint, gilding, and sunshades. The last are a grand idea, for in former seasons it was scarcely possible to see the play because of the setting sun which streams directly in face of the platforms. The ladies have not been overlooked, of course; a pretty little triangular marquee has been provided for their especial comfort and accommodation. By the way, Mr. Hon. Sec., the new chairs are very tasteful, but they are so high-seated that none but Amazons using them could rest their feet on the ground. You are to be congratulated, Sir, upon the happy result of your labour and solicitude; and the Club in possessing you for its Hon. Sec.

The tennis players have been hard at it since the ground was opened, the courts being well occupied every afternoon. I presume the arrangements made for the game satisfy its votaries.

That the Cricket Ground is too small for the increasing demands made upon it there can be no manner of doubt. Sooner or later Hongkong must have a recreation ground or park at Happy Valley, and the sooner the better say I. At present tennis has to be suspended while a cricket match is going on, and then towards the end of the season the turf becomes sadly worn owing to want of room for the desirable changing of pitches and courts. In addition to these two games, the "old men" now want bowls, and by and bye we shall perhaps find the ladies agitating for an archery club. Accommodation might be found for all at Happy Valley, and it strikes me as somewhat anomalous that a sport-loving public like that of Hongkong should allow such a fine piece of land to remain idle, all for want of a little draining and levelling.

I see our friend Dunman fully maintains at Shanghai the high reputation he won here as a knight of the willow. In the match between the Cricket Club and Racquet Court he made 103 not out for the Club, and his innings is described as one of the finest ever made on the ground.

So the "sky meeting" is off, and I am in the fortunate situation of the man who is able to say "I told you so."

Prospects for the next regatta look promising. There is a fair number of rowers, who seem to have their heart in the work, and, when the crews come to be drawn I fancy the men to select from will be found somewhat above the average. The Germans intend to make a bid for the International Cup, and Fisher and Angier, I understand, again have designs upon the Ladies' Purse.

"Misprision" is, I believe, a legal term for the failure upon any person's part to prevent the commission of a crime, or to assist the police in the performance of their manifest duty, when it may be in his power to do so. It is a fault to which John Chinaman is particularly addicted, partly owing to his natural timidity of disposition, and partly to his having been educated to shirk all responsibility. A skipper of a ship walks contentedly along Queen's-road, happy in the conviction of having reached his desired haven, and pleased to get an opportunity of sporting his Sunday suit on shore, when, whisk, goes his gold chain and 30 guinea time-keeper out of his waistcoat pocket. He claps one hand on his portly waist, and the other on his best hat, gives vent to a round oath, and gives chase. Numbers of Chinese witness the theft, many of them respectable, and none of them in sympathy with the thief, and yet not one stirs a finger to stay the plunderer, aid in the pursuit, or procure a policeman. A couple of Chinese females ride in a jinricksha, to take the air, or intent upon a friendly visit, and a rascal steals up behind, snatches earrings or hairpins out, and makes off with the booty. As in the other case, nobody sympathises, and nobody helps. The native is left equally with the foreigner to shift for him or herself. Were the same incidents to happen in a European town, unless it were actually in the thieves' quarter, there would be a hue and cry of "stop thief," and numbers would join cheerily in the chase or capture. Why should not this be the case in Hongkong? I would suggest the issue of a notification in Chinese, explaining the responsibilities attaching to purposed misprision, and imposing a special penalty on every proved instance of the crime; and if this were followed by making an example of a few Chinamen caught in the act, it might have the effect of diminishing the abuse to a very great extent. The Chinese have a system of holding the elders of a village, or constabulary, or street, responsible for a crime committed within their cognizance, and even of calling a householder to account for not preventing the commission of a crime in or near his premises. We could not go this length, But we could punish a man for not preventing a felony, when clearly in his power so to do.

Whilst on the subject of notifications, one hears a great deal about the inflammatory placards put forth by the Canton mob, and of the vast harm that they do. Has it ever occurred to any one to issue counter-placards, and so fight the enemy with their own weapon? A well argued, well composed, temperate notice in the Chinese-character might be drawn up, stating the case as between Chinese and foreigners; directing attention to the respect for freedom and even-handed justice, as evinced in the treatment, judicial and social, of the Chinese in Hongkong; explaining that the judicial process, pursued in the case of Logan,* was precisely what would have been followed out, had the victim been an Englishman; deprecating mob movements as subversive of peace and good order, and simply valueless, as employed against British power and persistence; and calling to mind the disasters to Canton city and people, which followed upon similar outrages in former days. Such a notice, spread broadcast over Canton, or even only published in the vernacular papers here, would, with a reading people like the Chinese, be perused with avidity, and, even if not accepted for the moment, would shew them that there was another side, and that a strong and reasonable side, to the entire question. I commend the idea to our sinologues, civilian or missionary, who thus, by a few strokes of the pen, might, I submit, effect a vast deal toward allaying an irritation which has its root in ignorance, be it remembered, as well as in prejudice. I have read somewhere, that, when a blow was being struck at one of the now defunct dynasties of China, I think it was the *Ming*, the promoters of the reform movement published an appeal to gods and men, setting forth the wrongs under which they had suffered, and claiming redress on the broad principles of reason and humanity. The appeal had more effect, it is said, in revolutionising the popular feeling, than all the military power that was brought to bear, and the new dynasty quickly stepped in to commence their once meritorious career.

Apropos further of the merry skipper of a ship, I read the following with greatest regret:—

"We hear that the O. S. S. Co.'s steamer *Ajax* met with such severe weather at the commencement of her outward voyage that she had to put back to Falmouth, having lost her Commander, who was unfortunately drowned. It is not known here for certain who was in command of the vessel on this trip."

Let us hope the unfortunate Captain was not the "genial Kidd" of our acquaintance. I use the term genial advisedly. I shall never forget once making the voyage between this and Shanghai with Captain Kidd. I happened to be the only passenger and I may safely say that in Captain Kidd I came across one of the most cheerily talkative of men. From morning to night his tongue wagged with surprising ease. On arriving at Shanghai I asked him to dine with me, and I thought, after so much conversation on the voyage up, that I might count upon an early departure of my guest, and I consequently arranged to be up betimes next morning and go to the race course, to see the training that was then going on. I was grievously mistaken. Midnight arrived and still my gallant Captain friend showed no signs of going. I looked at my watch, referred to the hour with the greatest astonishment; told him it was time for all good folks to be in bed, &c., &c. Not a bit of it. My friend was blind to the hint; and I finally left him to himself, with many, many apologies, telling him the "boy" would see to letting him out. Poor Captain Kidd; let us hope no news of him is good news, and that we may again see him here in the flesh, well and hearty.

Talking of asking a sea-faring friend to dinner, I am reminded of the amusing episode that may be fresh in many recollections as having occurred in the days of the two local "Georges"—Georges who have, like so many other old friends, now, alas! gone over to the great majority. It may be remembered that they both indulged in what so many of us do, a nap after dinner. In fact, almost directly dinner was over they both went soundly to sleep at the table. On one occasion it may be remembered (for they told the story generally) they had asked a naval doctor to share their potluck dinner. All went well during dinner, and cigars were soon introduced. Then conversation flagged. It grew less and finally stopped altogether on the guest observing both his hosts sound asleep. The doctor, finding it somewhat slow, left the table and took a long chair in the verandah. He, too, fell sound asleep. The two hosts, as was their usual habit, awoke in the course of a short time just sufficiently to go at once to bed. They quite forgot all about their guest, and the servants, coming in supposed the guest to have gone, and made all secure for the night. As the hours sped on the guest awoke, found himself in unknown quarters, locked out, or locked in, and in the dark. Memory came back as to where he was, and he thought the best thing he could do was to make sufficient noise to awaken someone. He thus hammered long and hard at the shutters. After an hour of this amusement he succeeded in awaking both the Georges, and down they came to see what on earth it was all about. "Guess that's that doctor" was their eventual reflection, and the unhappy man was soon released; apologies were offered, a loving cup was consumed, and the doctor had the choice given him of a shake down on the sofa or to go on board at 3 a.m. I wonder, if I had gone sound asleep, how it would have affected the genial Kidd. I believe he would have waited patiently until I awoke, talking to himself in the meantime, and then have made up with a vengeance for the time lost in the way of audience. I shall await, with anxiety, later news as to who was the commander of the *Ajax* at the time of her mishap.

I see from a published notice that Mr. Goodfellow of the Shanghai Gas Works has had an addition to his responsibilities in the shape of a son. The notice further intimates "Mother and Baby doing well." So far this is satisfactory. I hope the little Goodfellow may prove a good little fellow.

I am sure every one who knew the late Mr. Brandão felt pain to hear of his unhappy end. He was one of the most courteous and well-behaved members of one of the most estimable classes of the community, and numbered among his friends many Europeans other than his own nationals. It is therefore highly to be regretted that scandal and annoyance should have arisen in connection with the removal of his remains to Macao for interment. As I respected the gentleman when living so do I desire to pay all respect to him when departed, but I am in entire accord with the correspondents who have, through the public press, protested against the impropriety of placing the coffin in the saloon of the Macao steamboat. The Steamboat Company or its Secretary was most ill-advised in permitting so distinct a violation of decency and want of consideration for the feelings and comfort of passengers by a public conveyance. This is not the first time the same thing has happened, but I venture to predict that it will not occur again. Should this prediction be falsified after the protest which has been raised, the company will be more regardless of their duties as public carriers than I am disposed to think they can be.

I am thankful that the typhoon threatened from Luzon did not, after all, travel to this colony. I suppose the gusts that blew on Tuesday night were the feeble switches of the tip of the storm-monster's tail. Once more Hongkong has occasion to rejoice at an escape. It is evident from the telegraphed account of the loss of the ship *Chocorua* that the typhoon blew with great violence. As it was we got off with the merest indication of a blow. Much worse weather was anticipated, and due preparations were made by cautious persons who had boats or launches to lose.

Speaking of typhoons I am glad to note that Dr. Doberck, the Hongkong Government Astronomer, has been usefully employing his time. He has visited the different ports to make arrangements for the transmission of meteorological reports. The Observatory on Mount Elgin is progressing, but it will not, I believe, be in working order before December. The instruments have arrived, but of course will take some time to set up. Meantime the Astronomer will proceed to Formosa to establish at South Cape—a most important station from a meteorological point of view—a partly self-recording apparatus. I presume the Chinese Government intend to bear the cost of this, and I hope that before long Formosa will be connected with Amoy by cable, when indications of coming storms can be telegraphed from Formosa, and another most valuable link in the chain of meteorological studies be forged.

The papers, I notice, announce the arrival of Mr. White, sexton to the Cathedral. This is a post quite new to me, and one, I should think, hardly called for in the case of the Cathedral here. Perhaps, however, his duty consists in the decent interment of church-goers, for I have been pained to observe that they have been *dying off* of late very perceptibly. Was it, I wonder, with the object of resuscitating them, that our worthy Chaplain gave out last Sunday that there would be no sermon in the evening service during October, and hinted that further change was contemplated in November. Be this as it may, the attendance at our handsome and commodious Cathedral, and its excellently conducted services, is lamentably small—why is it? Echo answers, Why.

In the last edition of Daniell's Chancery Forms, which I am told is the leading authority, the following is given, p. 371, as the form of oath to be administered to Chinese:—"You shall tell the truth and the whole truth; for the saucer is cracked; and if you do not tell the whole truth, your body is cracked like this saucer." To say nothing of the grammatical blunders of using the present instead of the future tense, this seems altogether an extraordinary form of oath, and yet, inferentially, there is a lot of wisdom in it. It is other people's souls which are supposed to suffer in cases of perjury, but the Chinaman is, no doubt correctly, assumed to value his body more highly than his soul, or perhaps the compiler believed that the Chinaman is, like the villain in Bulwer Lytton's "Strange Story," a being created without a soul. There is also a curious omission: other witnesses are enjoined to speak "nothing but the truth;" but the Chinaman has no such restriction put upon him, and most of my readers will agree that it is quite unnecessary. If this is the form used here and in China, what a stock of cracked saucers there must be, and I should think an equal number of cracked bodies, whatever they may be like.

Colonel Brine rendered himself famous here for eccentricity in bygone times. He is doing his best to keep up this reputation in all parts of the East, at least I judge so by the following paragraph from a Calcutta paper:—"Colonel Brine has been on his travels to Poona, where he attended what he calls a Masonic dance, and, with extreme ignorance of human nature, offered to dance with any lady over forty! Of course, no such lady could be found." I am disposed to think it possible that the gallant colonel was prompted rather by insight into the weaknesses of the sex than ignorance of human nature. He did not wish to dance, but wanted his joke; *ergo* his eccentric proposal.

That the Chinaman is an uncommonly acute individual is a fact not to be disputed by anyone who has had experience of the race. I, for one, am therefore fully impressed with Chinese shrewdness, but I confess to being rather taken aback when I read the other day that five Chinese convicts were suing the United States Government to recover damages for being deprived of their queues while in prison. The American Constitution, like all enlightened constitutions, secures religious liberty to all, so these five convicts, taking advantage of the fact, ground their actions upon the audacious assertion that *the queue is a religious observance!* He is a clever man who can turn a misfortune into an advantage, but the length to which the principle has been stretched in the instance under notice has caused a severe shock to my delicate nerves.

BANIAN.

POLICE COURT.

October 5th.

BEFORE CAPT. H. G. THOMSETT, R.N.

CHARGE OF LIBEL.

Robert Fraser-Smith, printer and publisher of the *Hongkong Telegraph*, appeared to the remanded summons charging him that he, on the 5th and 28th July, and the 3rd September, unlawfully did write and publish, and cause and procure to be written and published, certain false, scandalous, and defamatory libels of and concerning John McNeile Price, Surveyor-General, he the said Robert Fraser-Smith then well knowing the said libels to be false.

Mr. Francis, instructed by Messrs. Brereton, Wotton, and Deacon, appeared for the prosecution, and in opening the case he said—I appear, your Worship, on behalf of Mr. John McNeile Price, Surveyor-General of this colony, who, as your Worship sees, is complainant in this case, Mr. Robert Fraser-Smith, the proprietor, editor, and publisher of the *Hongkong Telegraph*, being the defendant. I do not know that I need say anything with regard to the parties, as they are both well known in the colony. I have only to call your Worship's attention to the fact that quite recently Mr. Fraser-Smith, in his capacity of editor, and proprietor of the *Hongkong Telegraph* has taken a great deal of interest—and a very proper interest—in the public affairs of the colony, and the carrying on of the duties of the different departments, and in more than one article he has intimated to the public that a great amount of bribery and corruption in going on in many departments of the public service, and that it was his intention to investigate the matter, and put before the public what information he should be able to obtain with a laudable view of purifying the public service of any such stains which rested upon it. In pursuance of that very laudable work he published in his paper of the 3rd September—

His Worship—Do you admit the proprietorship and editorship of the paper, Mr. Fraser-Smith?

The defendant—Yes, your Worship.

Mr. Francis—That will appear in the ordinary course. In his paper of the 3rd September he has an article in which, not in such plain terms as he makes his general charges, but in terms sufficiently clear to throw an imputation on the reputation of any person supposed to be alluded to, he charges the Hon. the Surveyor-General of this colony with squeezing, and corruption and bribery. If your Worship agrees with me, after reading that article or hearing it read, in the opinion that this paragraph, short as it is, does contain such an imputation upon Mr. Price, then I submit it is your Worship's duty at once to commit the defendant for trial at the next Criminal Sessions. The article runs as follows:—

In Saturday's *Gazette* appear several Government notifications inviting tenders for certain local works of some magnitude. The reclamation of Causeway Bay and the construction of a sea wall, swing bridge, basin and slips for launches, &c., at the Kowloon Police Station, are undertakings of special importance to the community, and will entail a very heavy expenditure of public funds. Why, then, does the custom prevail in the Colonial Secretary's office of confining the advertisement inviting public tenders for these works to the semi-privacy of the columns of the *Government Gazette*, a publication which is seldom seen outside the government offices? Surely it is to the public interest to give these matters all the publicity possible!

If Mr. Smith had confined himself to an attack upon the Government he would have done well; but instead of that he goes on to suggest that it is not from any such reason as a false economy that this advertising is not done, as he suggests it should be done, and he says—"evidently it is to the private interest of some person or persons to keep them as secret as circumstances will allow;" and he does not put it upon public grounds of false economy, or any other grounds, but this private interest of some person or persons to keep them as secret as circumstances will allow. In a subsequent part of the article he points out the person to whose interest it is to keep these matters quiet, and he asserts that it is to the interest of the Surveyor-General to keep them secret. He says:—

Why this should be the case we will not even venture to hazard an opinion: but it may interest Governor Bowen and Mr. W. H. Marsh to know that the tongue of public report does not scruple to assert that these contracts are "kept dark," manipulated and arranged to suit the devices of certain officials—who for the present shall be nameless.

There you see he gives publicity in the columns of his paper to the fact, which he will now have an opportunity of proving, that such reports do exist as to the department over which Mr. Price presides, and that these officials, it was being rumoured about, had private and particular interests to serve in these matters. No man has any right to make such rumours public unless he is prepared to prove them, and if he is prepared to prove that they are true in effect, he will now have an opportunity of doing so; and unless they are true in substance and in fact, it is libel to publish them. Of course he endeavours to cover himself in the same sentence by stating he shall not mention the person by name, but he indicates him clearly at a subsequent part of the paragraph. The paragraph goes on to say:—

All contracts for public works should be extensively advertised in the local newspapers, both foreign and Chinese, and an independent and reliable board of trustworthy heads of departments should be appointed to decide all tenders on their merits, without interference or advice from the chief of the particular department under whose auspices the works are to be carried out. We are quite sure that "the honourable the Surveyor-General" could (and would, if requested to do so) give His Excellency a deal of valuable information on this subject.

Here is distinct assertion, for which he makes himself liable, that there is a large amount of bribery in the Surveyor-General's Department, and he probably thought when he wrote this paragraph that

The defendant—I do not think, your Worship, that the learned counsel is justified in presuming that.

Mr. Francis—The editor of a newspaper is presumed to insert everything that is in it, and what a man does by his agents he is presumed to have done himself, no matter how many servants or agents he employs to do it. He is supposed to exercise a close supervision over the paper, and he is responsible for everything which appears in it. If the paragraph is inserted without his knowledge or consent, or simply by accident as it were, he has a certain means of proving it, by which he can justify and excuse himself to a certain extent.

The defendant—That is a very different thing.

Mr. Francis—But I am justified in assuming for the moment that this paragraph was written under the superintendence of Mr. Fraser-Smith himself, and that it was put by him into his own paper. At the present I am entitled to assume that he put it in whether he wrote it or some other person. He goes on to say:—

Mr. Price is reported to be a determined opponent of the jobbery which is said to prevail so extensively amongst the subordinate members of the Surveyor-General's department. The subordinate members alluded to do not scruple to retaliate by asserting *sub rosâ* that the honourable member likes to monopolise all "the good things" to his own cheek. *O tempora! O mores!*

Now the defendant evidently thought that the insertion of the first sentence would protect him, and might be used as a cover from any possible charges that might be brought against him on account of the insinuations contained in the last sentence; but the law does not allow itself to be evaded in that way. I submit that no reasonable person in the colony could possibly read that paragraph without coming to the conclusion that the writer of it intended to insinuate these charges against the Surveyor-General. He dare not openly state them from fear of the consequences, and in his half knowledge of the law he did not thoroughly understand to what he was exposing himself. He evidently thought because he merely insinuated, that he could not be held responsible. The question for your Worship to decide in this preliminary investigation is this—would anyone in this colony, on taking up that paragraph and reading it, believe that Mr. Fraser-Smith was in a position to substantiate the charges of bribery and corruption and unfair dealing in relation to the Government contracts and work of the department of which Mr. Price is the head? And whether, when he wrote that paragraph, he intended to insinuate that Mr. Price had been guilty of those practices. Whether he says it directly or indirectly, or whether he gives names or not, no matter how obscurely he endeavours to wrap it up, if he has written that paragraph so that any person in this colony of reasonable understanding would conclude that it was intended to convey that Mr. Price was guilty of these malfeasances of office, and guilty of jobbery for his own private advantage in the management of the affairs of his Department, that paragraph is a gross libel, and the only justification of it is that the insinuations were absolutely true. Mr. Price is as zealous for the purity of the Government service, and probably more so, than Mr. Fraser-Smith, and he is now here to offer Mr. Fraser-Smith an opportunity of proving his insinuations if he can do so. The simplest way of enabling Mr. Fraser-Smith to carry out the numerous promises he has given for regenerating the public service is now before him. I think your Worship can have no doubt that the paragraph is libellous on the face of it, and that the effect upon persons reading it will be to make them think, if they are not personally acquainted with Mr. Price, that there is some foundation for such a charge. If it is so, I ask your Worship to commit him for trial at the Supreme Court, and then he will have the best opportunity he can wish for of purifying the public service if he is able and desirous to do so. I will ask permission, before going further in the first instance, to strike out the words at the end of the charge "he, the said Robert Fraser-Smith, then well knowing the said libels to be false." Mr. Fraser-Smith's admission that he is the editor and publisher of the *Hongkong Telegraph* legally goes for nothing in a criminal case.

Mr. Francis then proceeded to put in evidence of the fact in the shape of a deposition certified by the Registrar of the Supreme Court.

The defendant offered no objection to the elimination of the words.

The defendant—I don't think it is necessary, your Worship, for me to address you at any length on the observations of the learned counsel. I was under the impression I was to be called upon to answer a tremendous series of charges, but I find that what had every appearance of being a typhoon, has sunk down to the dimensions of a storm in a tea-cup. I submit that the paragraph read to you by Mr. Francis and commented upon by him in a style for which he has obtained a certain amount of notoriety, contains no libellous expression which would justify your Worship in sending this case to the Supreme Court. Personally I have no serious objection to having it sent there if your Worship thinks there is a tittle of evidence in the paragraph to support the charge. I would, however, like to point out that as far as I can see in reading this paragraph, for which I am responsible, there is no libel. I should like to see in what way Mr. Price, the Surveyor-General of this colony, is in any way implicated in what the learned counsel says are charges of bribery and corruption. So far as I am aware, and I believe I am correct in saying so, Mr. Price and his department have nothing to do with the accepting of contracts. It is my impression that is a matter concerning the office of the Colonial Secretary. As Mr. Price has nothing to do with the Colonial Secretary's office I fail to see this affects him. The only thing in it which affects Mr. Price, as far as I can see, is this—"We are quite sure that 'the honourable' the Surveyor-General could (and would if requested to do so) give His Excellency a deal of valuable information on this subject." I don't think there is anything libellous in that, and I don't think any magistrate on such evidence will send the case before a jury. The next sentence referring to Mr. Price is—"Mr. Price is reported to be a determined opponent of the jobbery which is said to prevail so extensively amongst the subordinate members of the Surveyor-General's Department." Instead of implicating Mr. Price in these practices or accusing him of being corrupt and open to bribery, it actually says that Mr. Price is the determined opponent of the jobbery said to prevail among the subordinate members of the Department. If Mr. Price were representing the government, or appeared on behalf of the Surveyor-General's Department I could have understood it. It was never intended in any way to assail Mr. Price, nor impugn his personal character or good name, nor to impute to him bribery and corruption. I take this opportunity of stating that publicly in this court as Mr. Francis has suggested that I have made the insinuation in a way in which I intended to shield myself from a criminal charge. As to the last paragraph—"The subordinate members alluded to do not scruple to retaliate by asserting *sub rosa* that the honourable member likes to monopolise all "the good things" to his own cheek." I am quite ready to admit this was an injudicious sentence to use, but I decline to admit that it is libellous, or that it reflects in any way on the character of Mr. Price. I refuse to admit that, and if your Worship is with me in reading these last two sentences, as I hold every man of intelligence would be, there is no case to go before a jury. So far as I can see, with regard to this paragraph, it is a perfectly legitimate article, written for the good of the public service and the interest of the colony. It does refer to private interest, but it does not point to Mr. Price in any way, and it seems to me that Mr. Price is the last person in the world whom this paragraph refers to injuriously. However the paragraph is there, and it is before your Worship, and it is your duty to deal with it. It is your duty to dismiss the case if you think there is not sufficient ground for a jury to convict upon, but if you think there is sufficient ground to send the case before a jury, then send it by all means.

Mr. Francis—Whether Mr. Fraser-Smith wrote the paragraph or not, he does not seem to have read it very carefully; particularly when he ventures to say that so far as he can see, in his opinion, the Surveyor-General is not in any way concerned in the charges made. You will see that in the valuable opinions he expresses upon public affairs he says that—"All contracts for public works should be extensively advertised in the local newspapers, both foreign and Chinese, and a reliable board of trustworthy heads of departments should be appointed to decide all tenders on their merits, without interference or advice from the chief of the particular department under whose auspices the works are to be carried on." That does not seem to me to say that this branch of the service was confined to the Colonial Secretary's Department. His belief evidently was, when he published this paragraph, that the head of this particular department had a great deal of voice in dealing with the tenders, and as he was referring to the Surveyor-General's Department, he could only have been referring to Mr. Price; and he suggests both the heads of the departments he was alluding to did interfere for their own private interests. I submit to your Worship that he must be a little wide of the mark in his interpretation of the article when he says it was never intended to refer to Mr. Price. The whole thing refers to the Surveyor-General himself in half a dozen places in the paragraph.

The defendant—I should like to see them.

Mr. Francis—He states particularly that it is to the interest of some person or persons to keep these matters as secret as circumstances will allow, and then he sticks in a sentence which is written as though he had a very high opinion of Mr. Price, and then he goes on and sticks in another poisonous sentence, insinuating that Mr. Price, as a head of a department, has too much to do with the manipulation of contracts, that they ought to be taken out of his hands, and he ought not to be allowed to interfere with them in any way but that they should be referred to a board composed of reliable heads of departments.

Mr. Francis then proceeded to read the article through, omitting what he described as the butter, that part speaking favourably of Mr. Price. He said—the paragraph read in this way amounts to this—why does the head of the particular department not advertise for contracts in the local papers? Because it is evidently to the private interest of some person or persons to keep them as secret as circumstances will allow. I was simply answering the remarks of Mr. Fraser-Smith, and pointing out that he cannot have carefully studied the connection between the paragraphs. He must have written three or four libellous and defamatory sentences concerning Mr. Price to put in his paper, and then stuck in afterwards the sentences between each. I should think that is how this paragraph was manufactured; and he probably thought, with his half knowledge of the law—that little knowledge which is a dangerous thing—that by inserting these sentences, he would evade justice. If he knew anything about the public departments and the way in which they are carried on, and had anything to say, he could have said it in ten words, or put it in common sense English, without any insinuations. If there is any bribery or corruption in any department let him show the defects of the people concerned, and he will not only have ample protection from the law, but he will even get credit. But when he insinuates such things as these, people are apt to believe it is done from malicious motives, not from any real interest in the public service, but to serve some private ends. The best thing to be done is to give him the opportunity of justifying himself before a public court and a public jury. The juries of this colony as a rule are pretty sensible, and they will be able to decide whether it was intended to make charges against Mr. Price, and they will be able to judge from the evidence which Mr. Fraser-Smith will put before them whether these remarks are justified, and whether it is for a newspaper to assert that such rumours are in existence.

The defendant—It seems to me that the learned counsel has not made out that any of these insinuations refer to Mr. Price. He says a good deal about the insinuations, but does not even contend that they are libel. If your Worship will allow me to state it, it has been published in one of the newspapers, the *China Mail*, that the contracts Mr. Francis refers to, for the Surveyor-General's Department, have been carried out at double the price of private contracts. That, I submit, is libellous, but here there is nothing at all. I have imputed nothing whatever derogatory to Mr. Price's character, and if I say anything against his ability as Surveyor-General, or his status, I have a right so to criticise him, and I hold myself responsible, but I don't think your Worship has sufficient ground for sending this case before a jury, taken as it stands. I may say I have never, in cases where I have imputed bribery to anyone, *forgotten* to speak plainly. In several cases it has been my duty to impugn the conduct of people, and when it had been my duty to do so, I have not hidden myself behind any insinuations, but I have spoken out plainly and not merely suggested, nor as the learned counsel has said, tried to defend myself behind insinuations.

His Worship—Have you anything further to say Mr. Francis?

Mr. Francis—Nothing more, sir.

His Worship—Reading the whole paragraph through I think there is sufficient matter of a libellous nature to justify me in sending the case before the Supreme Court. If the whole of the other part of the paragraph is not libellous I think this last sentence—"The subordinate members alluded to do not scruple to retaliate by asserting *sub rosa* that the hon. member likes to monopolize all 'the good things' to his own cheek." That can only have reference to the Surveyor-General, and I think that in that part of the paragraph lies the principal sting. I must commit the case to be tried at the Supreme Court at the next Criminal Sessions.

The defendant—I presume my personal recognisances will be sufficient.

Mr. Francis—They will be sufficient.

Mr. Fraser-Smith then said he would like to ask his Worship's opinion upon something which transpired upon the previous hearing of the case. This matter was not then gone into, and was merely remanded, but nevertheless the *China Mail* and the *Daily Press* published a full copy of Mr. Price's application for the summons. Where these papers got the documents from he did not know, he did not of course wish to curtail any of the privileges of the press, but he would ask whether they had any business to publish an *ex parte* statement in a case which had never been heard, and had never been before the court. The case was not gone into at all, and he submitted that the publication of this affidavit on which he was charged was very likely to prejudice his interests.

His Worship said he did not think it was likely to do so, as the case had to go before a jury, but he would make inquiries as to how the affidavits were obtained.

Mr. Fraser-Smith said that had the case been committed to go before a jury, and the application read in court, the public would have a right to know what had transpired, but that had not taken place, and everything was put before the public without a word about it having been said.

BEFORE MR. H. E. WODEHOUSE.

CHARGE OF SHOPLIFTING.

Ko Po, coolie, was charged with being concerned with others not in custody in stealing a piece of cloth, value $20, the property of Messrs. Gate and Fairall, drapers, &c., Queen's-road.

John Roberts, assistant to the prosecutors, stated that on the 28th ult. the prisoner and two other men came into Messrs. Gate and Fairall's shop and asked to see a piece of material they said they wanted to buy, at the back of the counter. Witness said it was too dear for him, but the prisoner replied—"never mind, let me see it," and witness turned his back on the men to get the piece down. On telling them the price, the men said the material was too dear, and they went out. At the time the men entered the shop there were lying on the counter three pieces of serge, and a piece of black mantle cloth and just as the man had left, he noticed that the latter article was missing. He ran out after them and overtook the prisoner, who was walking very quickly, at the Clock Tower; the other men were not then with him. He took the prisoner back to the shop, and then gave him into the custody of the police.

Two convictions for larceny were proved against the prisoner, and he was committed for trial at the Supreme Court.

A DISHONEST SERVANT.

Mak a-On, servant employed by Mr. Wisset, who is in charge of the Seamen's and Soldiers Rest at Wanchai, was charged with stealing two lbs. of ice.

The prosecutor had six lbs. of ice daily for the use of his customers, and in consequence of missing other things he made inquiries which led to the discovery that the prisoner had been selling a portion of the ice, which had been disappearing in a mysterious way. He called a Chinese witness who proved that he bought ice of the prisoner. The prosecutor also stated that kerosine oil had disappeared remarkably fast, and in consequence he kept it himself for a time, and he found that the quantity which lasted eleven days under the prisoner's charge lasted just double that time under his.

The prisoner said the witness asked him for some ice, and he gave the man a little bit.

Sentenced to six weeks' hard labour.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE SITUATION AT CANTON.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Your issue of yesterday has just come under my notice. As I neither gave nor conveyed any opinion whatever on the law or the fact in the case of Logan, and, on the contrary, wrote with the extreme reserve befitting the occasion, I feel as a discourtesy the imputations of such directed at my personality; as though I had myself evaded responsibility by the disguise of "Cosmo."

As you know, I left to your discretion to affix my name or not to my letter; and as to the intimation of the rumour from the Yamên, as illustrating the grave dilemma of the Chinese Authorities, I merely suggested that, if unfounded, its announcement would be tranquilising.

How contrary to the spirit thus evinced is that likely to be evoked by the comments and attempted discriminations of "Englishman," I may leave to the sober second thoughts of your readers.—I am, Sir, Your obedient servant,

COSMO.

P.S.—I avail of the opportunity to call attention to the omission of a comma after the word "even" in the third paragraph of my letter of the 30th ultimo, as the sense was altered by that error of the printers.

Canton, 4th October, 1883.

A SUGGESTION.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Now that the bridge at the New Gardens is again in a state that needs repair, I would, through the medium of your valuable columns, take the liberty of suggesting its reconstruction to the Hon. Surveyor-General in a more durable form. The late heavy rains have shown how inefficient is the use of earth and stone for reconstruction in a place where the torrents from the hill-side fall with such force; to persist in reconstructing with the same materials would be far from judicious, and would at no distant date again render the bridge accessible to angels only without danger.

An iron bridge was once intended; this, I think, would prove effective, and save the expense of further reconstruction.

Thanking you for the insertion of this letter.—I am, Dear Sir, yours respectfully,

WANDERER.

Hongkong, 5th October, 1883.

METEOROLOGICAL SERVICE FOR CHINA COAST.

ANNUAL REPORT OF THE DIRECTOR. 1882-1883.

The first year of the Meteorological Service for the China Coast has been rather a year of preparation and organization than one of action.

1. *Instruments of Observation.*—In, the first place, selected instruments on a uniform model should be supplied to the Captains of vessels who have agreed to assist the service; and as these, since the commencement, number seventy, the question has become important. The Director of the service thought it his duty to go himself to Europe to select the best instruments and find a maker in whom he could place full confidence. The adoption of the metric system of measurements in the service rendered it advisable to go to Paris rather than London; and the Director was glad to find what he was in search of, in the instruments adopted for the French Marine by the Central Meteorological Bureau of France, as well as a trustworthy manufacturer. Arrangement were made that the instruments were to reach Shanghai by instalments at regular intervals, and the delivery should have been completed six or seven months after the order had been given and accepted. Though it is a matter of regret that the order has not yet been carried out, and that, during the frequent typhoons which have visited our coast this summer proper instruments of observation have not yet been supplied to our ships, it is better perhaps to have a still longer delay than to much haste, as the instruments will doubtless gain by it. As soon as they arrive in Shanghai, which, according to last advices from Paris, should not be much longer delayed, the Director of the service will himself superintend their arrangement on board the vessels, and instruct the Captains in their use; and hopes that the adoption of the new system of measurement will not cause them too much trouble and dislike.

The voyage of the Director, made with the sole object of expediting and furthering the service, and of which the charges have been liquidated out of funds collected for the purpose by the Meteorological Committee of the Chamber of Commerce, has only occupied four months during the winter—a season when there are no typhoons, and when the presence of the Director at Siccawei was less necessary; but the daily observations have not been interrupted by his absence.

2.—*The Daily Bulletin.*—Ever since the Observatory at Siccawei has undertaken the direction of the Meteorological Service, a daily bulletin, containing the principal meteorological observations made at Siccawei, has been sent to the three Shanghai papers, and during the whole period (since October, 1882) there has been no interruption in their publication. The form given to this bulletin allows the public to form a sufficiently correct idea of the atmosphere on the previous evening, and the principal changes which have taken place. With a little trouble it will not be difficult to foresee with some probability the weather of to-morrow. At intervals, the Director of the service has added to these bulletins short notes on the passage of typhoons in the neighbourhood of Shanghai.

3.—*Time-Ball and Storm Signal Mast.*—The conferences between the Observatory at Siccawei and the French Municipal Council have terminated in a project for the erection of a time-ball for the Concessions and the Port of Shanghai. The Observatory at Siccawei Funds have been voted for the purchase of the necessary instruments for the purpose, which have been already ordered in Europe; and there is reason to hope that by the beginning of next year this service will be regularly in operation. The mast which will carry the meridian ball, will serve equally to give to the harbour warning signals of tempests. These useful signals to sailors will thus be sooner known, and as well understood as notices inserted in the daily papers, which might pass unnoticed.

4.—*Improvements at the Central Observatory.*—Thanks to the subsidy voted by the Meteorological Committee, some improvements have been made at the Central Observatory at Siccawei for the benefit of the Meteorological Service. As it was desirable that very exact observations should be made at the Central Observatory, principally with reference to the wind, a wooden tower 100 feet high has been constructed to carry the requisite instruments, and among others, a fine anemometer by Beckley, for the continual registration of the direction and force of the wind. This tower and the anemometer have been purchased out of the funds of the service.

5.—*Publications.*—The study of the typhoons of 1881 has been published, and has received a favourable reception from the public and especially from seafaring men. Numerous observations have been made during the year 1882-1883, on the vessels which are giving their assistance to the Meteorological Service. The examination of these observations, as well as of the regular observations taken at the ports and lighthouses on the China coast, has been commenced and is in progress. Moreover, the Director of the service, during his voyage to Europe, has secured the co-operation of the Messageries steamers and of the vessels of the French fleets in China and Cochin-China. This collection of meteorological documents, together with a very numerous and carefully kept series of observations from Japan and the Philippine Islands, with those from a few meteorological stations in the interior of China, will form a very interesting study of the particular atmospheric movements in these parts of the extreme East during the year 1882, the compilation of which is begun.

Instructions to captains have been arranged and published, but will not be distributed until the new instruments arrive, as they are intended to explain their proper management.

6.—*Meteorological Telegrams.*—A desideratum which will probably remain as such for some time longer, is to put the meteorological stations on the coast and in the interior in telegraphic communication with the Central Observatory, as, meanwhile, without numerous daily telegrams, forecasts of the weather will be always very problematical.

During this year, 1882-1883, then, the Meteorological Service has been established, and, so soon as the organization is completed, there is every reason to hope that it will give useful results to navigation, commerce, and science.

Siccawei, 15th September, 1883. The director of the Meteorological Service.

(Sd.) S. J. MARC DECHEVRENS.

COMMERCIAL INTELLIGENCE.

FRIDAY, 5th October.

EXPORT CARGOES.

Per French steamer *Europe*, sailed on the 4th October:—For London—526 bales waste silk, and 204 pkgs. sundries. For Continent—1,015 pkgs. tea, 381 pkgs. gallnuts, 375 rolls matting, 2,300 pkgs. cassia, and 872 pkgs. sundries.

Per steamship *Oxus*, sailed on the 4th October:—For Continent—2,495 bales silk, 162 bales waste silk, 44 bales cocoons, 13 cases pongees, 15 cases silks, 312 pkgs. tea, and 472 pkgs. sundries. For London—208 bales silk, 58 bales waste silk, 1,127 pkgs. tea, and 589 pkgs. sundries.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand..........3/8½
Bank Bills, at 30 days' sight...3/8¾
Bank Bills, at 4 months' sight 3/8¾
Credits, at 4 months' sight ...3/9
Documentary Bills, at 4 months' sight 3/9

ON PARIS.—
Bank Bills, on demand 4.63
Credits, at 4 months' sight......4.73

ON BOMBAY.—Bank, 3 days' sight 224
ON CALCUTTA.—Bank, 3 days' sight 224
ON SHANGHAI.—
Bank, sight 72¾
Private, 30 days' sight..........73¾

SHARES.

A fair business has been done in Sugars to-day at $134 and $135 for cash, and $137 and $138 for the end of the year, closing firm with buyers at $135 for cash. Docks have been placed at 58½ per cent. for the end of November and 59 per cent. for the end of December. For cash there are buyers at 57 per cent. Banks are in small enquiry at 186 per cent. for cash.

Hongkong and Shanghai Bank Shares—186 per cent. premium.
Union Insurance Society of Canton, Limited—$650 per share.
China Traders' Insurance Company's Shares—$72 per share.
North China Insurance—Tls. 1,400 per share.
Yangtsze Insurance Association—Tls. 1,025 per share.
Chinese Insurance Company, Limited—$215 per share.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$105 per share.
Hongkong Fire Insurance Company's Shares—$350 per share.
China Fire Insurance Company's Shares—$74 per share.
Hongkong and Whampoa Dock Company's Shares—57 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$50 premium.
Indo-China Steam Navigation Co.'s Shares—17½ per cent. discount.
China and Manila Steamship Company, Limited,—18 per cent. premium.
Hongkong Gas Company's Shares—$82 per share.
Hongkong Hotel Company's Shares—$150 per share.
China Sugar Refining Company, Limited—$135 per share.
China Sugar Refining Company (Debentures)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—$77 per share.
Hongkong Ice Company's Shares—$150 per share.
Hongkong and China Bakery Company, Limited—$82 per share.
Chinese Imperial Loan of 1874—Nominal.
Chinese Imperial Loan of 1877—Nominal.
Chinese Imperial Loan of 1878—2 per cent. prem.
Chinese Imperial Loan of 1881—2 per cent. prem.

HONGKONG TIDE-TABLE.

6TH TO 12TH OCTOBER, 1883.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
		h. m.	ft. in.	h. m.	ft. in.
Sat.	6	m 11 41	3 10	m 5 54	0 6
		11 3 a	4 11	4 54 a	1 9
S.	7	m 0 19	2 6	m 6 41	0 7
		11 33 a	4 9	5 9 a	-2 0
M.	8	1 30 a	2 5	m 7 42	0 9
				4 55 a	2 9
Tu.	9	m 0 16	4 7	m 8 44	0 10
		no inferior	high	nor low	water.
W.	10	m 1 19	4 4	m 10 12	0 10
		no inferior	high	nor low	water.
Th.	11	m 2 38	4 3	m 11 19	0 9
		7 3 a	2 11	10 35 a	3 6
F.	12	m 4 48	4 3	m 0 13	0 7
		7 14 a	3 3	11 45 a	1 11

The height of mean sea-level has been determined at 7.595 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.595 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

CHINA COAST METEOROLOGICAL REGISTER.

October 5th.

BAROMETER, THERMOMETER, &c.	Hongkong. Previous day at 4 P.M.	Hongkong. On date at 10 A.M.	Amoy. Previous day at 4 P.M.	Amoy. On date at 10 A.M.	Shanghai. Previous day at 4 P.M.	Shanghai. On date at 10 A.M.	Manila. On date at 10 A.M.	Manila. On date at 4 P.M.
Barometer	30.06	30.10	29.67	29.95	—	—	29.97	—
Thermometer attached	80.0	80.6	—	—	—	—	81.0	—
Direction of Wind	E	ENE	EN	NE	—	—	W	—
Force	4	4	3	3	—	—	1	—
Dry Thermometer	79.5	79.5	—	—	—	—	84.1	—
Wet Thermometer	73.5	70.5	—	—	—	—	78.6	—
Weather	ocb	cb	—	—	—	—	cb	—
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.

THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND is registered every two points, N. N.N.E., N.E., &c.

FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 6 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.

STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Bad, threatening. V. Visibility. W. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon are registered from 1 to 24, and the quantity of water fallen) indicated in inches, tens and hundreds.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Patroclus (str.)	Brown		Butterfield & Swire	On or about 13th inst.
LONDON, via SUEZ CANAL	Antenor (str.)	Bragg	Hongkong	Butterfield & Swire	To-day, at Noon.
LONDON, via SUEZ CANAL	Glencoe (str.)	Park		Jardine, Matheson & Co.	On or about 9th Oct.
LONDON AND HAMBURG, &c.	Cardiganshire (str.)	Courtney		Adamson, Bell & Co.	On or about 23rd Oct.
LONDON, &c., via SUEZ CANAL	Deccan (str.)	A. W. Adamson		P. & O. S. N. Co.	On 16th inst., at 4 P.M.
MARSEILLES, via SUEZ, &c.	Amazone (str.)	De Maubeuge		Messageries Maritimes	On 23rd inst., at NOON.
NEW YORK	Paul Jones	Gerrish	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Obed Baxter	Baxter	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Lothair	Boulton	Hongkong	Russell & Co.	Quick despatch.
NEW YORK via SUEZ CANAL	Strathleven (str.)	Pearson		Adamson, Bell & Co.	Quick despatch.
SAN FRANCISCO	Charles Bal	Watson	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	City of Peking (str.)			P. M. S. S. Co.	On 11th Oct., at 3 P.M.
SYDNEY AND MELBOURNE	Whampoa (str.)	Williams		Butterfield & Swire	On or about 20th Oct.
SYDNEY, MELBOURNE, &c.	Crusader (str.)	Rowin	Hongkong	Russell & Co.	To-day, at 4 P.M.
BOMBAY, via STRAITS	Geelong (str.)		Hongkong	P. & O. S. N. Co.	On 15th inst., at 4 P.M.
KUDAT AND SANDAKAN	Thales (str.)	Pocock	Hongkong	Douglas Lapraik & Co.	To-day, at 4 P.M.
YOKOHAMA	Godavery (str.)	Du Temple		Messageries Maritimes	Quick despatch.
YOKOHAMA, via NAGASAKI, &c.	Zambesi (str.)			P. & O. S. N. Co.	On 17th inst., at Noon.
NAGASAKI, KOBE, &c.	Kumamoto-Maru (str.)	Drummond		M. B. M. S. S. Co.	On 12th inst., at 4 P.M.
SHANGHAI	Anadyr (str.)			Messageries Maritimes	Quick despatch.
SHANGHAI	Rohilla (str.)			P. & O. S. N. Co.	Quick despatch.
MANILA	Diamante (str.)	Callen		Russell & Co.	On 8th inst., at 5 P.M.
SWATOW, AMOY, & F'CHOW.	Douglas (str.)	S. Ashton	Hongkong	Douglas Lapraik & Co.	On 9th inst., Daylight.

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NINGPO..........Messrs. Kelly & Walsh, S'ghai.
SHANGHAI..........Messrs. Hall & Holtz.
SHANGHAI..........Messrs. Kelly & Walsh.
NORTHERN & RIVER PORTS } Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI..........The C. and J. Trading Co.
HIOGO, OSAKA..........The C. and J. Trading Co.
YOKOHAMA..........*Japan Gazette* Office.
MANILA..........Messrs. Viuda de Loyzaga & Co.
SAIGON..........Mr. Crettier.
SINGAPORE..........Messrs. Sayle & Co.
BANGKOK..........Messrs. A. Bjurling & Co.
LONDON..........Mr. F. Algar, Clement's Lane.
LONDON..........Messrs. Geo. Street & Co.
LONDON..........Messrs. Bates, Hendy & Co.
SAN FRANCISCO Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK..........Messrs. S. M. Pettingill & Co., 37, Park Row.

Daily Press Office, 27th January, 1883.

VESSELS ON THE BERTH.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG, VIA SUEZ CANAL.

(Taking Cargo at through rates for NEW YORK.)

THE Steamship

"CARDIGANSHIRE,"

Courtney, Commander, will be despatched for the above Ports on or about the 23rd October.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

24th September, 1883. [1707

FOR NEW YORK.

THE A 1 British Ship

"LOTHAIR,"

Boulton, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

3rd October, 1883.

FOR SAN FRANCISCO.

THE 3/3 L I I British Ship

"CHARLES BAL,"

Watson, Master, will load here for the above port and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

3rd October, 1883 [1817

FOR NEW YORK.

THE 3/3 L I I American Bark

"OBED BAXTER,"

Baxter, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

3rd October, 1883. [1818

FOR NEW YORK.

THE 3/3 L I I American Ship

"PAUL JONES,"

Gerrish, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

30th August, 1883. [1616

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR KUDAT AND SANDAKAN.

THE Company's Steamship

"THALES,"

Captain Pocock, will be despatched for the above Ports TO-DAY, the 6th October, at FOUR P.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

28th September, 1883. [1783

GEO. R. STEVENS & Co.'s LINE.

FOR SYDNEY AND MELBOURNE, VIA SINGAPORE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, AND TASMANIAN PORTS, NEW CALEDONIA AND FIJI.)

THE Steamship

"CRUSADER,"

Captain Rowin, will be despatched as above TO-DAY, the 6th instant, at FOUR P.M.

For Freight or Passage, apply to

RUSSELL & Co., Agents.

5th October, 1883. [1832

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"DIAMANTE,"

Captain Callen, will be despatched for the above Port on MONDAY, the 8th instant, at FIVE P.M.

For Freight or Passage, apply to

RUSSELL & Co., General Managers.

5th October, 1883. [1831

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"DOUGLAS,"

Captain S. Ashton, will be despatched for the above Ports on TUESDAY, the 9th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

4th October, 1883. [1823

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENCOE,"

Captain Park, will be despatched as above on or about the 9th October.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

25th September, 1883. [1769

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS,"

Captain Brown, will be despatched as above on or about the 13th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

1st October, 1883. [1700

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship

"GEELONG,"

will leave for the above place on MONDAY, the 15th October, at FOUR P.M.

E. L. WOODIN, Acting Superintendent.

5th October, 1883. [1827

STEAM TO YOKOHAMA VIA NAGASAKI AND HIOGO.

(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship

"ZAMBESI,"

will leave for the above places on WEDNESDAY, the 17th October, at 12 (NOON) O'CLOCK.

E. L. WOODIN, Acting Superintendent.

1st October, 1883.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"STRATHLEVEN,"

Pearson, Commander, expected here on or about the 17th instant, will have immediate despatch for the above port.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

2nd October, 1883. [1805

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ROHILLA,"

will leave for the above place about 24 hours after her arrival with the next English mail.

E. L. WOODIN, Acting Superintendent.

2nd October, 1883.

FOR SYDNEY AND MELBOURNE,

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND.)

THE Steamship

"WHAMPOA,"

Captain Williams, will be despatched as above on or about the 20th October.

This vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

26th September, 1883. [1774

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"GODAVERY,"

Captain Du Temple, will be despatched for YOKOHAMA, shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent.

29th September, 1883.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"ANADYR,"

Captain ...., will be despatched for SHANGHAI, shortly after her arrival from Europe.

G. DE CHAMPEAUX, Agent.

29th September, 1883.

VESSELS ON THE BERTH.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING" will be despatched for San Francisco, viâ Yokohama, with option of calling at Honolulu on THURSDAY, the 11th Oct., 1883, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 10th October. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.

29th September, 1883.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO NAGASAKI AND KOBE, VIA INLAND SEA.

(Taking Cargo for YOKOHAMA and VLADIVOSTOCK.)

THE "KUMAMOTO-MARU," Captain DRUMMOND, due here on or about the 7th inst., will be despatched as above on FRIDAY, the 12th instant, at FOUR P.M.

Cargo received on board and Parcels at the Office up to ONE P.M., of the day of Sailing.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

Cargo and Passengers for Yokohama will be transhipped to the Shanghai Mail Steamer at Kobe, and for Vladivostock at Nagasaki.

For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs. Russell & Co.

H. J. H. TRIPP, Agent.

Hongkong, 4th October, 1883.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, AND LONDON; ALSO BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "DECCAN," Captain A. W. Adamson, with Her Majesty's Mails, will be despatched from this for LONDON Direct viâ SUEZ CANAL and usual ports of call, on TUESDAY, the 16th October, at FOUR P.M.

Cargo will be received on board and Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

CHEAP RESERVED ACCOMMODATION can be obtained in this Company's Steamers; for particulars apply at the Office.

N.B.—This steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Acting Superintendent.

2nd October, 1883.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA; ALSO, BOMBAY.

ON TUESDAY, the 23rd day of October, 1883, at NOON, the Company's Steamship "AMAZONE," Commandant De Maubeuge, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon of 22nd October, 1883.

Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 22nd October, 1883. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th October, 1883.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ALBYNS ISLE, Brit. bark, A. Walden.—Ed. Schellhass & Co.
BONITO, Ger. bark, H. Haase.—Wieler & Co.
CHARLES BAL, Brit. ship, W. J. Watson.—P. & O. S. N. Co.
CRUSADER, British steamer, Rowin.—Arnhold, Karberg & Co.
C. T. HOOK, Brit. str., Jarvis.—Thos. Howard & Co.
CITY OF PEKING, Am. str., Berry.—P. M. S. S. Co.
JAPAN, Brit. str., Gardner.—D. Sassoon, Sons & Co.
JAS. A. BORLAND, Am. bark, J. H. Kent.—Russell & Co.
LOTHAIR, Brit. bk., Dester.—Gibb, Livingston & Co.
MARIE, Ger. bk., G. Thomaschefsky.—Captain.
MELBREK, Brit. bk., H. Lightbody.—Messageries Maritimes.
NELSON, Brit. str., Thom.—Russell & Co.
OBED BAXTER, Am. bk., Obed Baxter.—Russell & Co.
PEKING, British str., Henermann.—Siemssen & Co.
PAUL JONES, American ship, E. A. Gerrish.—Russell & Co.
SILVER EAGLE, British bark, Richards.—Arnhold, Karberg & Co.
TEK LI, Brit. bk., Bushhold.—Chinese.
TWILIGHT, Am. ship, Warland.—Adamson, Bell & Co.
VICTOR, Brit. bark, J. D. Forbes.—Siemssen & Co.
WM. MANSON, Brit. bark, H. Kindred.—Chinese.

MAILS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Anadyr*, with the next French mail, passed Cape St. James at 7 a.m. on the 3rd, and may be expected on the evening of the 6th instant.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Rohilla*, with the next English mail, left Singapore at 4 p.m. on the 4th, and is due here on the 10th instant.

THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Arabic* with the next American mail, left San Francisco on the 15th September, and is due here on or about the 14th inst.

POST-OFFICE NOTICES.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE

For Saigon.—Per *C. T. Hook*, on Tuesday, the 9th instant, at 4.30 P.M.

For Nagasaki and Kobe.—Per *Kumamoto Maru*, on Friday, the 12th instant, at 3.30 P.M.

For Straits and Bombay.—Per *Geelong*, on Monday, the 15th October, at 3.30 P.M.

For Nagasaki, Hiogo, and Yokohama—Per *Zambesi*, on Wednesday, the 17th instant, at 11.30 A.M.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "CITY OF PEKING," will be despatched on THURSDAY, the 11th October, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 P.M., Registry ceases.
2.30 P.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "DECCAN" will be despatched on TUESDAY, the 16th October, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australasian Colonies.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "AMAZONE," will be despatched on TUESDAY, the 23rd October, with Mails to the United Kingdom, Europe, and places beyond, *via Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (viâ Madras), the Australasian Colonies, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

TEA MUSTERS.

Persons who send Musters of Tea through the Post in Tins are requested to have them made flat or square instead of round, as it is impossible to pack round tins securely in the mail bags. It is believed that the tea will travel more safely in flat tins, which are not so liable as round ones to be bulged in.

4 by 3 by 1½ inches is suggested as a good size. The tins should not have sharp corners.

Boxes of letters are sometimes received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a seal.

The Stamps tendered for sale must not exceed $50 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognisable seal, and of sending a chit-book or receipt with them. The omission of the latter precaution leaves a doubt as to whether the contents of the box ever reached the Post Office; the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage Stamps.

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

LOCAL AND INDIAN PARCEL POST.

1.—Small Parcels may be sent by Post at Book-Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Pakhoi, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, weigh more than 5lbs., nor be smaller than 3 in. by 2 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement, *Parcel, containing no letter*, but any parcel may be opened by direction of the Postmaster General. In the Case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China, the Postmasters and Agents of this Office are allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

SOLDIERS' AND SAILORS' LETTERS.

1.—Privates in H.M. Army or Navy, Non-commissioned Officers,* Bandmasters Army Schoolmasters (not Superintending or First Class) Writers or Schoolmistresses may send half-ounce letters to the United Kingdom by mail at the rate of four cents (twopence) each, which may be prepaid either in Imperial or in Hongkong Stamps. By private steamer the postage is 2 cents (one penny), which is also the general rate of Postage on Soldiers' and Sailors' letters sent elsewhere.

2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.

3.—Private steamers leave Hongkong for London about every ten days.

4.—The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent, even with the ends open.

5.—If from a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full. If to a Soldier or Sailor, his class and description, with name of regiment, ship, &c., must be stated in full.

6.—Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

* But not Warrant Officers, viz.—Conductor Gunner, Boatswain, or Carpenter.

EXTRACTS.

THE BRIDGE.

A FABLE.

Once on a time there was a king whose reign
No care disturb'd. The land he ruled, tho' wide,
Was safely bounded by a mountain chain
Quite inaccessible all round one side;
While round the rest of his secure domain
A mighty river roll'd, whose guardian tide
Naught but the wind-borne cloud and wild bird's wing
Had ever cross'd. This king was a great king.

II.

And, since the monarch knew that he was great,
He, when he saw his end approach, became
Thoughtful how best he might perpetuate
In public memory, with his own great name,
The prosperous condition of the state.
Wherefore he bade his wisest subjects frame
Plans for some monumental type sublime
Of what is stable in the flux of time.

III.

Now, when these plans were set before the King,
And having pondered and perused them all,
The royal judgment was still wavering
'Twixt temples, and triumphal arches tall,
Statues, and obelisks, and everything
Which monumental art is pleased to call
Sublime, symbolic, grandiose, severe,
There came into the hall an engineer.

IV.

Him the committee had from competition
Excluded, since no engineer can be
An artist, nor as such claim recognition
From the esthetic confraternity,
More than a drumstick can be a musician,
"Sire, all these monumental plans," said he,
"Altho', no doubt, most thoughtfully design'd,
Respond not to the image in your mind.

V.

"Man is inconstant. Oft his gods he changes;
The shrines his faith illumes it also parches;
Statues but serve to show how time estranges
The real from the ideal; as for arches
Triumphal, soon or late the foe arranges
Fresh banners round their friezes, when he marches
His own invading legions thro' the land
Whose pride such monumental mockeries plann'd.

VI.

"But I have realized the royal thought
In this design; for which I claim the prize."
And when the scroll that engineer had brought
The King spread open with astonisht eyes,
"A bridge!" he cried. "Yes, Sire, a bridge. Is aught
On earth more fleeting than the wave that flies,
From it embrace? more stable than its view'd
Reflection, still by every wave renew'd?"

VII.

"Rightly mine inmost thought hast thou divined,"
The monarch said, "and thine the prize shall be."
The bridge was builded. All were tax'd to find
The fund demanded by the King's decree.
And when the work was done, the royal mind
Was set at rest. "For I have found," thought he,
"The type of what is steadfast in the tide
Of endless change." In which belief he died.

VIII.

And, for awhile, the people of that land
Their pleasure took in walking up and down
This bridge; which, builded by their purse and hand
Was dedicated to their King's renown.
But, by and by, a more adventurous band
Of young pedestrians were impelled to own
Such promenades their patience somewhat tried:
So they pass'd over to the other side.

IX.

And, having reach'd that other side at last,
Pleased with the prospect new their progress found,
There they remain'd. The others follow'd fast,
Until the emigration knew no bound.
And, the whole population having pass'd
Over the bridge, its poor old native ground
Was quite deserted: and the land became
A waste, with nothing left it but a name.

X.

Departing monarchs who would fain invest
Their foresight in fit structures, like this King,
Altho' no bridge they build, yet (being in quest
Of some contrivance that may serve to bring
Together, underneath one symbol, Rest
And Progress) do what comes to the same thing,
Sign Constitutions. Over which, alas,
Soon to the other side their kingdoms pass.

LORD LYTTON, in the *National Review.*

ANECDOTAL PHOTOGRAPHS.

MR. A. N. HORNBY.

When a man has for several seasons captained the Gentlemen of England Eleven, and will probably again be elected to that enviable position, he may fairly be considered as having promised a solid reputation in this cricket-loving country. The eminently-national pastime, of which Mr. Hornby is so brilliant an exponent, is something more than a mere idle recreation. It is no dilettante game, but may almost be described as a scientific pursuit, for such it is to ardent and enthusiastic votaries. Judgment, nerve, self-control, and patience are not less essential in cricket than in more serious occupations of life, while energy, activity, and pluck are nowhere more needed than in the cricket-field. Hence it follows that a distinguished cricketer possesses qualities which deserve our respect and admiration wherever they may be found.

Mr. Albert Neilson Hornby comes of an old cricketing family, and his patronymic has been celebrated for the last fifty years in the North of England in connection with field sports of all kinds. The present captain of the Gentlemen of England, who has emulated and excelled the example of his ancestors, is the son of Mr. W. Hornby, a Blackburn manufacturer, and was born six-and-thirty years ago in that town. When a very small boy he was sent to Elstree School, which was, and still is, a veritable nursery of cricket. At the present moment it can turn out an eleven of masters which can hold its own against any ordinary county team, while no school of its size has produced so many distinguished cricketers.

From Elstree to Harrow was a natural course of events, and at sixteen Mr. Hornby made his first appearance at Lord's as one of the dark-blue team. It is on record that on that auspicious occasion his weight, bat and all, was just six stone, while in inches he measured only four feet and a half. Yet his prowess was not contemptible, for he went in first and scored 27 runs—he and his partner compiling 62 before they were separated. Mr. Hornby's name will ever be affectionately remembered in the traditions of Harrow cricket, where it at present heads a long roll of distinguished players. He only played for the eleven two years at Lord's, and never rose to the dignity of captain; but in home matches he showed rare promise, while his popularity has scarcely been excelled. Although he has since become a famous football player, he failed to achieve distinction in that department at Harrow, probably owing to his small size, and the same remark applies to other branches of athletics. His scholastic career was far from brilliant, and he could make better use of his fists than of his brains. He was a noted young pugilist, constantly engaging in reckless encounters with boys much bigger than himself; and he acquired the sobriquet of "Monkey" Hornby, which still clings to him.

Mr. Hornby did not proceed to either of the Universities on leaving Harrow, or his name would assuredly have been high in the distinguished "blues." But he followed up his school triumphs by immediately taking part in first-class matches. He went into his father's business for a short time, but soon found that money-making had no attractions for him. The son of a wealthy man, he was enabled to devote himself entirely to his favourite pursuit, and quickly became as popular with the public as he had been at Harrow. His small stature, his activity, and, above all, his courage and skill, made him a prime favourite with the spectators wherever he played, and "little Hornby" was always sure of a kind reception and unstinted applause. He first played for Lancashire in 1867, and in 1868 he made the sensational score of 201 while representing Cheshire against Staffordshire.

In the course of the next year or two Mr. Hornby, on several occasions, made upwards of 100 runs in first-class matches, and so firmly established his reputation as a cricketer that in 1870 he reached the height of an amateur's ambition, and played at Lord's for the Gentlemen of England against the Players. To follow in detail Mr. Hornby's subsequent career to the present time would be to chronicle a series of successes and sensational scores. The present shows no falling-off in his form, as testified by his two remarkable innings of 88 and 96 in the match between Lancashire and Kent. He is the idol of his own county, which, for seasons past, has enjoyed unprecedented success under his leadership; and since Dr. W. G. Grace has, in some measure, retired from the eminent position he held a few years back, Mr. Hornby may be said to be the foremost amateur cricketer of the day.

But Mr. Hornby's cricketing experiences are not confined to this side of the globe, for in 1880 he visited Australia with Lord Harris's team, and fully sustained his reputation, making some large scores, including one of 101. But this was not the only way in which he gave our Colonial brethren a taste of his quality. When, on a memorable occasion, a disgraceful public demonstration interrupted one of the matches, an unfortunate "larrikin" was unlucky enough to fall foul of Mr. Hornby, who, undaunted by the threatening attitude of the crowd, seized his assailant, and dragged him by main force to the Pavilion, where apologies and expressions of regret were speedily forthcoming. In the remarkable match against the Australians, however, at the Oval last year, he fell a victim to the epidemic of nervousness which set in at a critical moment and which resulted in the loss of that important contest.

In spite of his devotion to cricket, Mr. Hornby has contrived to distinguish himself in other branches of athletics. As a football player he is second to none, and he has frequently figured in the English fifteen in international contests with Ireland and Scotland. He is also an enthusiastic sportsman, a crack shot, and is well known in Cheshire as a bold rider to hounds. His father used to be one of the hardest riders in the county, and all his brothers are distinguished in the hunting-field. To his cricket, however, his reputation, as far as the general public is concerned, is entirely due; and it may safely be said that no man has fewer enemies or more enthusiastic admirers. As the leader of a team, he evinces sound judgment, tact, and temper. On the cricket-field he becomes absorbed in the game, and allows nothing to distract his attention nor diminish his energy. He generally goes in first, and rarely fails to inspire confidence in his team by making runs. His style is upright, easy, and brisk, furnishing an excellent example to young cricketers. As a fieldsman he is active and alert—rarely letting anything pass him, a sure catch, and quick as lightning in returning the ball. He is equally effective close to the wicket or far afield. He usually stands at short-leg and cover-point, and, leaning slightly forward, with his hands on his knees, follows the progress of the ball as a cat watches a mouse. The only relaxation he permits himself is an occasional sailor-like hitch at the waistband of his trousers, which the spectators recognise as a habit dating almost from his first public appearance.

Mr. Hornby is, though of medium height, very broad-shouldered, and strongly built, and the beau ideal of an athletic young Englishman. He is decidedly good-looking, with regular features and frank, pleasant manners. As an instance of his proverbial good-nature, a very characteristic little incident may be mentioned. Some small boys were playing a game of cricket on a common in one of the suburbs of London when a stranger who happened to be passing fielded the ball. He then stepped up to the wicket and began to bowl, moderating his pace to the feebleness of the juvenile player, and instructing them in the rudiments of the game. Little did the urchins imagine that the genial stranger, who entered so unaffectedly into the spirit of the game, and evidently enjoyed it as thoroughly as they did, was the famous Lancashire Captain, and one of the best cricketers in England.

Mr. Hornby married a daughter of the late Mr. Ingram, the founder of the *Illustrated London News,* and has some young children. He is very comfortably off, and contrives to get a good deal of honest enjoyment out of life. He is a Captain in the 1st Royal Cheshire Militia, and there is a talk of his standing in the Conservative interest for Blackburn, for which borough both his father and brother have sat.—*Truth.*

A VISIT TO KRUPP'S CANNON FACTORY AT ESSEN.

"In the midst of a beautiful landscape, with hills rising in all directions, stands the magnificent mansion of Herr Krupp, a large white stone edifice." Thus does the Hon. R. R. Porter, who is now acting as special commissioner of the *New York Tribune* in the Old World, begin his latest report. "Herr Krupp, whose works are now larger than Essen itself, employing including those engaged in mining, 20,000 persons, began life on a much smaller scale. In 1848 he did not employ over 70 persons in the cast steel manufactory. The little cottage in which he used to live still stands within the walls of the immense works at Essen, and is in great contrast to the grand mansion amid the woods and hills. Herr Krupp is a fine, tall, handsome old gentleman of about 70. He has a white beard and wears a wig. He enjoys excellent health, drinks two or three bottles of fine Bordeaux wine a day, and still keeps his steady hand and clear head at the helm of the firm. He is a lover of good horses, and owns a rare stable. It is difficult to estimate his wealth, as it is any man's who is engaged in manufacturing, though it is put here at £30,000,000. The heir to this enormous estate, and the son of the great steel and gun maker, is a modest young man of about 29. He is thoroughly prepared for his important position, having served as a workman in the principal shops of the firm and in this way mastered the business. Indeed, this young man has never held what may be called a position in the works until the last year, when he was married, and discarding the workman's garb has become one of the directors of the concern. Essen, for a manufacturing place, is clean, and exceedingly well built. The road leading to Krupp's was shaded by trees on both sides. The population of Essen, according to the census of 1880, was nearly 60,000. A road runs through the centre of the works and leads to the colony, as it is called, where the operatives live. Passing along this road at about nine o'clock in the morning one meets scores of women dressed in the gayest colours, some with large baskets of provisions and others wheeling in front of them green and yellow barrows loaded with baskets of bread and vegetables. They are a contented, healthy-looking people; and their bright-coloured dresses and the clean handkerchiefs tied over their heads are a great contrast to the gloomy atire and half-combed hair of the women I met in the iron districts in England and Wales. Many of the women wear wooden shoes; some of them good, stout boots. All of them were neatly clad." After nearly four hours' steady and rapid walking through myriad shops, some making crucible steel, some puddled steel, some Bessemer steel, and some Martin steel; through mills making steel rails, steel tires, iron and steel plate; iron foundries for machine castings and for projectiles; locomotive and waggon-wheel works, boiler and girder shops, gun-shops, mechanical shops, smiths', and a score of other kinds of shops, one is conscious only that he has had a birdseye view of Krupp's works. In these shops there are no fewer than 1,600 furnaces of various construction, not far from 300 boilers, between 80 and 90 steam hammers from 100 to 50,000 kilos. weight, 25 rolling trains, 320 steam engine of from 2 to 1,000 horse-power, and about 1,700 machine tools of various kinds. The machine shops reminded me of those in Elder's shipyards at Glasgow, while the works as a whole seemed like several large steel works combined into one. Nearly 3,000 tons of coal and coke are consumed daily in the works, and the smoke escapes from innumerable tall chimneys and blast-furnaces. The establishment has its own water and gas works, and besides the electric lights there are nearly 25,000 burners. The firm have their own chemical laboratory, have photographic and lithographic establishments, printing-shop and bindery. There are about 50 miles of telegraph and 35 telegraph stations belonging to the establishment. After I had inspected the works and admired the gigantic guns and the shops in which they are made, my guide kindly offered to take me to the colony to see the homes of the working men. These houses are not far from the works, but are comfortably located on high ground, and well shaded with avenues of trees. The firm of Fried. Krupp at present owns 3,250 well-built and to all appearances healthy dwelling-houses, in which over 16,000 individuals are living. The buildings have two and three floors, and are constructed party of stone and partly of frame-work and are surrounded as much as possible with gardens. The single dwellings, which, besides cellarage and garret, have from two to four rooms, are self-contained and separated from the other dwellings. The letting to lodgers is permitted only in dwellings of three to four rooms, and must receive the special permission of the central committee appointed for maintaining cleanliness and order. For 4s. a week, the usual price for small cottages in the industrial districts of England, the German artisan at Essen can rent a large house and garden. The interiors of some of the Essen houses were anything but clean, and the atmosphere was fetid. There is certainly no squalid misery, and the average workman and his family have plenty to eat and are comfortably lodged. The German drinks beer, and in the summer spends the evening, often with his family, in the beer-gardens, of which there are seven belonging to Krupp. The German workman is more moderate, more economical, and drinks less gin than the ironworkers of Scotland and England, and rarely beats his wife. The single men at Krupp's are provided for in a large, boarding-house capable of keeping 1,800 boarders at a cost of about 80 pfennings (20 cents) a day, bread not included, making the probable cost about one mark or about 25 cents per day. Herr Klüpfel, the director, who has charge of the labour department at Krupp's, told me that no men were now being paid less than 3s. a day. This, of course to the unskilled labourer. Skilled labourer is paid from 3s. 6d. to as high as 7s. and even 9s. a day for skilled mechanics in the machine shops, but this was of course exceptional, the wages not often exceeding 5s. For these same classes of labour the American manufacturer probably pays 10s. or 12s. and even 20s. a day. Connected with Krupp's are sick and pension institutions, out of the funds of which temporary support and pensions are paid to members who have been disabled in the service of the firm, or to their widows, also to those who have worked for many years and are too old for further service. There are also a hospital, bathing establishment, life insurance union, and primary and industrial schools, all connected with the firm. The labour of women and children is excluded from the works.

A VALUABLE DIAMOND.

Mr. Porter Rhodes arrived in Paris a few days ago with his diamond, weighing 150 carats, 43½ carats more than the Kohinoor. The competition for its acquisition lies at present between the Empress of Austria and Mrs. Mackay. But there is no doubt that the American lady will be the purchaser. "I shall have a good night's rest when I've got rid of that bauble. Talk of a hundredweight on your back, I've got a ton weight on my mind," said Mr. Rhodes the night before last. Mr. Rhodes is quite a homely man, and it is a rare treat to hear him tell the story of his find. The diamond was found in the absence of Mr. Rhodes, and its discovery kept a secret for four months. But when the secret leaked out the diggers went mad with curiosity. So Mr. Rhodes consented to have the gem exhibited; the proceeds of the exhibition (£500) he handed over to the managing committee of the hospital on the diamond fields. "It may be easily imagined that my first thought now was to steer homewards, and I was speedily on my way to England, with my treasure carefully concealed from observation. As a loyal Englishman, I resolved that Queen Victoria should be the first out of South Africa to see the stone and to break the seal of the envelope which contained it." It appears that the Empress Eugenie, who inspected the diamond after her Majesty, has the history of every celebrated gem at her fingers' ends.—*Paris Correspondent.*

A STORY OF THE SULLIVAN FAMILY.

When that sturdy Irishwoman to whom the Sullivan Family may well look back with pride was crossing the Atlantic on her way to the new country, and was asked, "Why do you come to America?" she answered, "to raise Governors for them," little dreaming that she would live to see one of her sons Governor of New Hampshire and another Governor of Massachusetts, though I am sorry to say the third did not so much honour his family, and was known as "Devil Jim." The story goes that soon after John Sullivan rose to be Governor of New Hampshire he desired to give a grand dinner to a number of distinguished guests. A member of his family at that time was his mother, and, fearing she would not be equal to the occasion, he concluded it would be best to arrange for her non-appearance at the dinner table. Approaching the matter as gently as possible, he soon succeeded in making the quick-witted old lady understand the diplomatic talk, and in convincing himself that he had miscalculated the pride of the mother of the Sullivans. Rising in all the majesty of her Irish wrath, "John Sullivan," exclaimed the old lady, "I have hoed potatoes in the field with the Governor of New Hampshire at my breast, the Governor of Massachusetts at my side, and the devil tugging at my skirts, but never yet have I allowed one of my sons to be ashamed of me; order the chaise and send me home." Remonstrances were of no avail, and home went John Sullivan's mother in all the majesty of her righteous indignation.—*Alta.*

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 5TH OCT., 1883.

COTTON GOODS.	
American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$88.50 to 93.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$99.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$112.00 to 116.50
Cotton Yarn, Bombay	$78.00 to 79.50
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 2.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$3.07 to 3.90
GreyT-Cloths, 24yds. & 32in, 6lbs. p. pe.	$1.20 to 1.25
GreyT-Cloths, 24yds. & 33in. 7lbs. p. pe.	$1.35 to 1.70
GreyT-Cloths, 24yds 36in 8lbs. XO p. pe.	$1.80 to 1.85
GreyT-Cloths, 24yds 36in 8lbs. VV p. pe.	$2.80 to 2.85
GreyT-Cloths, 24yds 36in 8lbs. XX p. pe.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.66
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.66 to 0.78
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.23
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.36
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, BF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.	
Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.35 to 4.45
Blankets, 12 lbs., per pair	$5.79 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, RBH, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.65 to 6.70
Long Ells, MM Assorted per piece	$6.65 to 6.70
Long Ells, HH Scarlet, per piece	$6.35 to 7.70
Long Ells, HH Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$6.70 to 6.75
Lastings, DD, per piece	$12.50 to 13.20
Spanish Stripes, per yard	$0.72 to 0.73
METALS.	
Iron, Nail Rod, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.95 to 3.10
Iron, Bar, per picul	$3.30 to 3.85
Iron, Wire, per picul	$6.25 to 6.85
Lead, WB, per picul	$5.00 to 5.10
Lead, LB, per picul	$4.90 to 4.95
Lead, Hole Chop, per picul	$4.85 to 5.90
Quicksilver, English, per picul	$50.00 to 56.20
Quicksilver, American, per picul	$56.10 to 56.40
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.90 to 4.95
PRODUCE.	
Almonds, per picul	$23.20 to 24.00
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Camphor, per picul	$17.50 to 19.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.50 to 12.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 43.50
Bees Wax, White, per picul	$73.00 to 73.50
Birds' Nests, 1st quality, per picul	$1,650 to 2,550
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Vanila	$12.00 to 15.50
Buffalo Cow Hides	$7.90 to 8.00

PRODUCE.	
Camphor, packed, per picul	$17.50 to 18.50
Camphor, Baroos, clean, per picul	$3,500 to 3,800
Camphor, Refuse, per picul	$1,800 to 1,970
Cardamons, Superior	$125 to 135
Cardamons, Inferior, per picul	$22.00 to 28.00
Cloves, per picul	$35.00 to 36.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton Bombay, per picul	$15.30 to 16.30
Cotton, Calcutta, per picul	$17.30 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.60 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$17.60 to 17.80
Cotton, Tungchow, per picul	$17.50 to 18.30
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$32.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 2.80 to 2.90
Dates, Red, per picul	Tls. 2.25 to 2.35
Dried Lily Flowers	$7.65 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.48 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$6.20 to 6.35
Fungus	$30.00 to 30.50
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul	$200 to 235
Ginseng, American, 2nd quality, p. picul	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$34.00 to 41.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$38.00 to 46.50
Mussels, Dry Siam large, per picul	$8.05 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35

Pea Oil, per picul	Tls. 620 to 686
Peas, White, per picul	$2.05 to 2.10
Peas, Green, per picul	$1.98 to 2.08
Peas, Black, per picul	$1.53 to 1.55
Peas, Yellow, per picul	$1.84 to 1.87
Peas, Green Beans, per picul	$1.81 to 1.83
Pearl Barley, per picul	$6.50 to 7.60
Potatoe Flour, per picul	Tls. 1.6.9 to 1.6.4
Patchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,600 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.95 to 1.98
Rice, Siam, No. 2, per picul	$1.83 to 1.85
Rice, Siam, milled No. 1, per picul	$1.82 to 1.83
Rice, Siam, milled No. 2, per picul	$1.67 to 1.68
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.75 to 1.76
Rice, Saigon, Straw bags	$1.71 to 1.72
Rice, Japan	$3.10 to 3.70
Saltpetre, per picul	$5.95 to 6.25
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sesamum, White, per picul	$3.85 to 3.95
Sesamum, Black, per picul	Tls. 2.45 to 2.5.5
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 39.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$4.15 to 4.2
Pepper, White, per picul	$21.70 to 23.00
Pepper, Black, per picul	$13.50 to 13.90
Rattan, Straits, per picul	$5.30 to 5.5
Rattans, Bangar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$4.30 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pcl.	$7.50 to 8.05
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.75 to 6.93
Sugar, Shek-lung, Brown, per picul	$4.26 to 4.30
Sugar Candy, Shek-lung, per picul	$8.90 to 9.06
Sugar Candy, Foochow, per picul	$9.65 to 9.70
Sugar Candy, Swatow, White, per picul	$8.75 to 7.80
Vermicelli, Tientsin, per picul	$7.50 to 7.70
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, Japan, per picul	$2.15 to 2.18
Wood Oil, per picul	Tls. 6.3.0 to 6.8.1
Window Glass, per box	$3.65 to 3.70

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Achilles	Oct. 4	C. Anderson	Brit. str	1523	Butterfield & Swire	Shanghai
Activ	Sept. 23	Revsbech	Dan. str	263	C. M. S. N. Co.	
Albay	Sept. 21	Goddard	Brit. str	336	Douglas, Lapraik & Co	Taiwanfoo
Antenor	Oct. 5	Bragg	Brit. str	1644	Butterfield & Swire	London
Bellona	Oct. 3	W. Schaefer	Ger. str	739	Siemssen & Co	
Catterthun	Oct. 3	T. Binstead	Brit. str	1490	Gibb, Livingston & Co	
City of Peking	Oct. 1	Berry	Amr. str	5079	P. M. S. S. Co	S. Francisco
Crusader	Aug. 3	Rowin	Brit. str	647	Russell & Co	Melbourne
C. T. Hook	Sept. 3	W. Jarvis	Brit. str	902	Thomas Howard & Co	
Douglas	Oct. 5	S. Ashton	Brit. str	982	Douglas, Lapraik & Co	East Coast
Emuy	June 30	Rementeria	Span. str	222	Remedios & Co	
Europa	Sept. 30	Schade	Brit. str	1003	Sooy Shing	
Fame	—	Stopani	Brit. str	117	H. & W. Dock Co.	
Fu-yew	Oct. 1	Croad	Chi. str	920	C. M. S. N. Co	
Geelong	Oct. 3	P. W. Case	Brit. str	1139	P. & O. S. N. Co	Bombay
Glenelg	Oct. 3	Quartly	Brit. str	1956	Jardine, Matheson & Co	Shanghai
Godavery	Sept. 29	Temple	Fr. str	815	Messageries Maritimes	Yokohama
Gravina	Sept. 12	Eslevaria	Span. str	393	Remedios & Co	
Hankow	—	J. Ogston	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	T. T. Banning	Brit. str	1344	H. C. & M. Steamboat Co	Laid up
Japan	Sept. 29	Gardner	Brit. str	1835	D. Sassoon, Sons & Co	
Jorge Juan	Sept. 30	E. Thebaud	Brit. str	522	Russell & Co.	
Killarney	Oct. 3	H. O'Neill	Brit. str	1060	Gibb, Livingston & Co	
Kinkiang	—	Lefavour	Brit. str	1091	H. C. & M. Steamboat Co	Canton
Kiangchow	—	S. W. Goggin	Brit. str	988	H. C. & M. Steamboat Co	Canton
Lee Yung	June 19	Chan	Amr. str	150	Chinese	
Lennox	Sept. 29	Scott	Brit. str	1327	Jardine, Matheson & Co	Calcutta
Nelson	Sept. 22	Thom	Brit. str	890	Russell & Co	
Peking	Sept. 30	Heuermann	Brit. str	954	Siemssen & Co	
Powan	—	—	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Riuri Maru	April 21	Rose	Brit. str	89	Order	
Seine	Oct. 5	H. Manning	Brit. str	2200	G. North. Telegraph Co	
Sea Gull	—	Haydon	Amr. str	48	C. Traders' Insurance Co	
Siu Taiwan	July 30	H. Vootsen	Ger. str	47	Captain	
Thales	Oct. 2	T. G. Pocock	Brit. str	820	Douglas, Lapraik & Co	Sandakan
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	Macao

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Albyus Isle	Sept. 27	A. Walden	Brit. bk	360	Ed. Schellhass & Co	
Asterian	Sept. 26	Samuel Cox	Brit. bg	211	Order	
Charles Bal	Sept. 16	Watson	Brit. sh	1431	Russell & Co	S. Francisco
Citadel	Oct. 5	H. Morrison	Brit. sch	266	Chinese	
Concordia	Sept. 16	Rüter	Ger. sch	471	M. B. M. S. S. Co	
Furness Abbey	Sept. 22	Marcer	Amr. bk	1044	Captain	
Greyhound	Aug. 9	Prescott	Brit. bg	231	Gilman & Co	
H. W. Dudley	Sept. 1	Dudley	Amr. bk	1015	Order	
Jas. A. Borland	Sept. 8	J. H. Kent	Amr. bk	635	Russell & Co	
Killeena	Aug. 11	H. Wallace	Brit. bk	795	Meyer & Co	
Livingstone	Oct. 1	H. Steffens	Ger. bk	531	Siemssen & Co	
Lothair	Sept. 23	Dester	Brit. bk	600	Russell & Co	New York
Louisa	Jan. 2	Schierlach	Ger. sch	245	Captain	
Magic	Aug. 20	White	Brit. sch	214	Order	
Marie	Aug. 27	Paschefsky	Ger. bk	430	Captain	
Melbrek	Sept. 29	Lighthody	Brit. bk	867	Messageries Maritimes	
Mount Lebanon	Sept. 16	C. H. Nelson	Brit. bkn	530	Chinese	
Necoya	Sept. 27	J. Foster	Brit. bk	594	Arnhold, Karberg & Co	
Obed Baxter	Sept. 23	Obed Baxter	Amr. bk	876	Russell & Co	New York
Paul Jones	Sept. 8	E. A. Gerrish	Amr. sh	1205	Russell & Co	New York
P. S. Rurimann	April 21	Rose	Brit. sch	89	Order	
Schwan	Sept. 17	Schroder	Ger. bg	276	Siemssen & Co	
Sea Ripple	Sept. 24	Kinkers	Brit. sch	187	Siemssen & Co	
Silver Eagle	Aug. 31	Richards	Brit. bk	903	Arnhold, Karberg & Co	London
Sonntag	Aug. 9	Walds	Amr. bk	1004	Adamson, Bell & Co	
Spartan	July 26	Vincent	Am. sch	85	W. H. Ray	
S. S. Ridgway	Sept. 13	Townsend	Amr. bk	833	Adamson, Bell & Co	
Tek Li	Sept. 23	Bushhold	Brit. bk	390	Chinese	
Tetuan	Sept. 10	Hysse	Brit. bk	438	Wieler & Co	
Three Brothers	Sept. 1	H. Kahlcke	Brit. bk	366	Chinese	
Trait d'Union	Oct. 1	C. Renouf	Fr. sch	355	Chinese	
Twilight	June 8	Warland	Amr. sh	1263	Adamson, Bell & Co	
Victor	Sept. 13	Forbes	Brit. bk	403	Siemssen & Co	
Wild Wood	Sept. 23	Sawyer	Amr. bk	1006	Russell & Co	
Wm. Manson	Oct. 1	H. Kindred	Brit. bk	366	Chinese	
Wrecker	July 16	Holmes	Am. lorch	55	Blackhead & Co	
Zonave	Aug. 3	R. C. Soper	Amr. sh	1202	P. & O. S. N. Co	

MACAO.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Kiang-ping	—	Holmes	Chi. str	360	C. M. S. N. Co	Canton
Yot-sai	—	Lefavour	Brit. str	115	H., C. & M. Steamboat Co	Canton

CANTON.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Fooksang	Oct. 5	Hogg	Brit. str	990	Jardine, Matheson & Co	
Yottung	—	—	Brit. str	286	Chinese	
Alva	May 11	R. de Souza	Port. bk	632	Chinese	
Carl	May 24	Hansen	Siam. bk	535	Captain	

AMOY.

IN PORT ON 2ND OCTOBER, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Benedicta	Sept. 17	C. Darum	Ger. sch	240	H. A. Petersen & Co	
Confucius	Aug. 5	C. Simpson	Siam. sch	258	Captain	Bangkok
Faugh Balaugh	Sept. 21	Rute	Ger. sch	240	H. A. Petersen & Co	
Frohlich	Aug. 15	Moller	Ger. bg	360	Pasedag & Co	
Glenury	Sept. 15	Thomson	Brit. sch	283	Pasedag & Co	
Helena	May 1	—	Ger. bk	250	Boyd & Co	Laid up
Magenta	Sept. 21	Coalfleet	Brit. sch	327	Pasedag & Co	
Meridian	Sept. 21	Kruse	Siam. bk	345	Pasedag & Co	
Minerva	Sept. 25	P. Duhme	Ger. bk	319	Pasedag & Co	
Rachel	Sept. 23	R. Affleck	Brit. bk	282	Boyd & Co	
Roderick Hay	Sept. 92	Nicolson	Brit. bk	290	H. A. Petersen & Co	
Sofia	Sept. 15	Pehrson	Swd. bk	280	H. A. Petersen & Co	
W. Siegfried	Sept. 14	Hansson	Brit. bk	391	Pasedag & Co	
Wm. Minstrel	Sept. 23	Sevewright	Brit. bk	363	Boyd & Co	

FOOCHOW.

IN PORT ON 29TH SEPTEMBER, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Almatia	Sept. 13	Lapham	Am. sch	386	Chinese	
Guiding Star	Sept. 13	Schmitger	Brit. bk	311	Chinese	Tientsin
Lee Yih	Sept. 2	Calhone	Brit. bk	225	Chinese	
Occident	Sept. 16	Benter	Ger. bk	251	Chinese	

SHANGHAI.

IN PORT ON 1ST OCTOBER, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Brunette	Aug. 10	Thurnbull	Brit. bk	374	Morris & Co	
Centaur	Sept. 16	Offersen	Ger. bk	469	Gipperich & Burchardi	
Chihaya Maru	Aug. 8	Yamamoto	Jap. bk	441	M. B. Kwaishia	
Chingtah	Aug. 10	Taylor	Chi. bk	472	C. M. S. N. Co	
Chidsan	Sept. 30	Fiben	Brit. bk	240	Morris & Co	
Daniel	Sept. 29	Vorst	Ger. bk	716	Gipperich & Burchardi	
Diamond	Sept. 17	Neso	Brit. bk	891	Morris & Co	
Earl of Elgin	Aug. 28	Morrison	Brit. bk	979	S. C. Farnham & Co	
Emma	Sept. 28	Koob	Ger. sch	219	Ed. Schellhass & Co	
Englee	Aug. 29	Jammor	Siam. bk	—	Master	
G. H. Wappaus	Sept. 23	Schroder	Brit. bk	533	Nils Moller	
Hilda	Sept. 28	Richter	Brit. bk	396	Nils Moller	
Kulgar	Oct. 25	Lome Bang	Ger. bk	540	Russell & Co	
Leander	Aug. 2	Hamilton	Brit. sh	848	Adamson, Bell & Co	London
Lucky	Aug. 22	Sequeira	Siam. bk	424	Master	
Otto	Sept. 23	Foltmasson	Ger. sh	1205	C. & J. Trading Co	
Satsuma	Sept. 20	Lord	Brit. bk	354	Morris & Co	
Siam	Aug. 10	Thomsen	Siam. bk	294	Butterfield & Swire	

NAGASAKI.

IN PORT ON 22ND SEPTEMBER, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Androklos	Sept. 21	Murrey	Brit. bk	392	Holme, Ringer & Co	
Francisca	Sept. 19	Gontard	Ger. bk	365	Holme, Ringer & Co	Chefoo
P. Pendleton	Sept. 8	Blanchard	Amr. bk	1281	C. & J. Trading Co	Repairing
Spartan	Sept. 13	Crossley	Amr. bk	747	Captain	Honolulu

YOKOHAMA.

IN PORT ON 25TH SEPTEMBER, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Alma	Nov. 18	Tibbey	Am. sch	52	J. D. Carroll & Co	
Black Diamond	Oct. 2	Boyd	Ger. bk	670	P. Bohm	
E. v. Beaulieu	Nov. 20	Oetting	Ger. bk	336	Grosser & Co	
Gloaming	Sept. 13	Densmore	Brit. sh	1493	C. & J. Trading Co	
Guam	Aug. 23	Marns	Brit. sch	294	Master	
Louise	Sept. 23	Lemoine	Fr. sch	300	Japanese	
Pearl	May 28	Howes	Amr. bk	536	Jardine, Matheson & Co	
Sagitta	Sept. 9	Taylor	Brit. bk	579	Frazar & Co	
W. H. Lincoln	Sept. 7	Daily	Amr. sh	1684	Master	

MANILA.

IN PORT ON 3RD SEPTEMBER, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Alex. Duthie	June 9		Brit. sh	1159	Smith, Bell & Co	
A. & W. C.	July 18		Dut. sh	1436	Ker & Co	New York
Continental	June 29		Amr. sh	1712	W. F. Stevenson & Co	New York
Elise	July 13		Ger. sh	1348	Macleod & Co	
F. Skalfield	July 12		Amr. bk	1063	Smith, Bell & Co	New York
H. A. Litchfield	Aug. 18		Amr. bk	638	Peele, Hubbell & Co	
H. G. Johnson	July 22		Amr. bk	1080	Ker & Co	
H. Pitzenberg	July 3		Ger. bk	553	Martin, Dyce & Co	London
Ida	July 20		Brit. bk	656	Holliday, Wise & Co	
J. E. Ridgway	July 13		Amr. sh	1803	W. F. Stevenson & Co	New York
John Nicholson	July 13		Brit. bk	685	W. F. Stevenson & Co	Liverpool
Importer	June 29		Amr. sh	1270	Smith, Bell & Co	New York
Motley	July 10		Am. sch	591	Smith, Bell & Co	New York
Papita	July 12		Span. bk	512	J. Reyes & Co	
Undine	Aug. 18		Ger. bk	968	Smith, Bell & Co	Liverpool

CEBU.

IN PORT ON 3RD SEPTEMBER, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Friedlander	Aug. 2		Ger. sch	1637	Macleod & Co	United States
Gerd Heye	July 30		Ger. bk	576	Smith, Bell & Co	Boston
Hermann	Aug. 1		Ger. bk	453	Macleod & Co	Put back
Hydra	Aug. 1		Ger. bk	786	Smith, Bell & Co	Channel
Joe Raners	Aug. 17		Ger. bk	889	Macleod & Co	Channel

ILOILO.

IN PORT ON 3RD SEPTEMBER, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Centennial	July 18		Amr. sh	1296	Luchsinger & Co	New York
Cheshire	Aug. 16		Amr. bk	798	Smith, Bell & Co	Boston
Electra	Aug. 2		Amr. bk	643	Smith, Bell & Co	New York
Mikado	Aug. 10		Brit. bk	643	Austen & Co	Channel

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT
Albatross	screw sloop	4	840	Com. Hicks	Cruising
Audacious	double-screw iron frigate	14	4380	Captain R. E. Tracey	Cruising
Champion	corvette	14	2340	Capt. R. G. S. Pasley	Singapore
Cleopatra	corvette	14	2610	Capt. H. N. Hippisley	Cruising
Cockchafer	gunboat	4	470	Commander H. W. Hill	Amoy
Curacoa	corvette	14	2540	Captain Anstruther	Cruising
Daring	composite sloop	4	920	Com. F. J. J. Elliott	Cruising
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Commander Gamble	Hongkong
Flying Fish	sloop	4	840	Lieut.-Com. Hoskyn	Korea
Fly	double-screw gun-vessel	4	490	Com. John Hope	Singapore
Foxhound	gunboat	4	470	Lieut.-Com. McQuhae	Shanghai
Kestrel	double-screw gun-vessel	4	830	Commander E. Hotham	Shanghai
Linnet	gunboat	5	1050	Com. C. R. Harris	Cruising
Magpie	surveying vessel	3	600	Com. Hon. F. Vereker	North Borneo
Midge	double-screw gun-vessel	4	470	In reserve	Hongkong
Pegasus	sloop	6	970	Com. Bickford	Chefoo
Sapphire	corvette	12	2360	Capt. J. R. T. Fullerton	Cruising
Swift	double-screw gun-vessel	5	1010	Commander Collins	Canton
Tweed	double-screw gunboat	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Cuming	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lieut.-Com. C. Lindsay	Tientsin
Wivern	turret-ship	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	580	Lt.-Com. G. N. A. Pollard	Yokohama

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Abreck	Russian gunboat	7	300	Captain Schanz	Chefoo
Adonis	French gunboat	5	250	Commander Caillard	Saigon
Alert	American corvette	4	150	Commander L. Kempff	Kobe
Africa	Russian corvette	8	—	Captain Alozieff	
Aragon	Spanish frigate	—	—	Captain J. R. Hiquero	Manila
Cher	French gunboat	—	—	Commander Lafon	Hongkong
D. of Edinburgh	Russian ironclad	18	900	Captain Giers	Shanghai
Ermak	Russian transport	—	80	Captain Koltchau	Vladivostock
Essex	American gun-vessel	6	1200	Capt. McCormack	Nagasaki
Gornostai	Russian gunboat	7	80	Commander Stark	Vladivostock
Iltis	German gunboat	8	100	Commander Klausa	Canton
Juniata	American corvette	—	—	Com. P. F. Harrington	Hongkong
Kersaint	French corvette	—	375	Commander Beaumont	Hongkong
La Victorieuse	French frigate	14	750	Captain D. de la Batie	Hongkong
Leipzig	German corvette	16	4800	Captain Herbig	Shanghai
Lutin	French gunboat	4	100	Captain Rouvier	Canton
M'ques del Duero	Spanish gunboat	—	—	Capt. Domingo Caravaca	Manila
Monocacy	American gunboat	6	700	Commander C. S. Cotton	Hiogo
Morgo	Russian gunboat	7	80	Commander Tatarinoff	Nagasaki
Nerpa	Russian gunboat	7	80	Commander Valroudt	Vladivostock
Palos	American gunboat	6	200	Lieut.-Commander Green	Canton
Plastoun	Russian corvette	8	—	Captain Poliansky	Saigon
Richmond	American frigate	14	800	Captain Skerrett	Yokohama
Skobeleff	Russian corvette	—	—		Japan
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
St. Petersburg	Russian transport	6	—	Captain Sidenener	Vladivostock
Stosch	German corvette	19	700	Captain von Buchholtz	Shanghai
Tamega	Portuguese gunboat	—	—	Capt. da Costa Cabral	Canton
Tongous	Russian gunboat	—	—	Commander Heck	Vladivostock
Tourville	French frigate	27	—	Captain Bose	Japan
Triomphante	French corvette	14	—	Captain Baux	Japan
Velasco	Spanish cruiser	—	—	Capt. T. M. Warleta	Manila
Vestnik	Russian cruiser	—	—	Captain Avelan	Vladivostock
Villars	French cruiser	15	600	Captain Dewatre	Hongkong
Volta	French corvette	—	—	Captain Fournier	Tientsin
Wolf	German gunboat	4	340	Commander von Raven	Shanghai

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	250	75		Hongkong
Chee-hing	Revenue cruiser	2	30	20	—	—
Chien-jui	Revenue cruiser	3	80	17	—	Hongkong
Chien-to	Viceroy's gunboat	7	250	75	J. Stewart	Hongkong
Ching-tsing	Viceroy's gunboat	4	180	60	F. Bessard	Hongkong
Chop-sai	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-cheong-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-king-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hoi-tung-hung	Viceroy's gunboat	—	—	—	Leung Yiu Ting	Canton
Peng-chao-hai	Revenue cruiser	4	582	125	Chow Shoi	Hongkong
Quang-on	Viceroy's gunboat	4	120	40	Lie-ping-tie	Canton
San Hang	Viceroy's gunboat	—	—	—	Yang Yung Lin	Hongkong
Tching-on	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts

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